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BALTIMORE, JULY 5, 1900.

The legislature of Louisiana seems about to undertake the consideration of a so-called anti-trust bill. A dispatch from Baton Rouge says that the bill "is practically a copy of the Texas law of 1899, with some of the drastic features modified more or less." Unless the modification means the elimination of most of the features of the Texas law it would be well for the Louisiana legislature to let the proposed law go to peaceful sleep in the committee.

The Shipbuilding South.

An article by Weldon Fawcett in the current number of the Engineering Magazine on the shipbuilding yards of the United States is a comprehensive summary of the progress made in shipbuilding in the past three years and a forecast of developments for the next few years. The peculiar significance of the article interesting to the South is the space devoted to Southern shipyards and the facts brought out regarding them. Probably the most striking fact in the history of American shipbuilding is the ability of the writer to make such statements as "the Newport News yard is unrivalled anywhere in the world in the matter of convenience, speed and economy in the conduct of its operations;" that "in the framing shed is a hydraulic manhole punching machine which is accounted the heaviest of the type in the United States;" that "the lumber department of the Newport News yard is probably the most complete in the world," and that "the Newport News yard is probably better equipped than any other single plant in the world with steam and electrically-operated shipbuilding cantilever cranes."

The writer places the Newport News Shipbuilding & Dry-Dock Co. at the head of the list of the first-class shipyards on the Atlantic and Pacific coasts, and reckons the Maryland Steel Co.'s plant at Sparrow's Point and the yards of the William R. Trigg Company at Richmond, Va., among the plants which may be expected soon to take rank with the most prominent firms, and he regards circumstances surrounding the establishment of the yard of the William R. Trigg Company as an illustration of "what may be accomplished when the proverbial American energy is carried into shipbuilding." The South may be expected to

maintain its ability to give illustrations of characteristic American energy. The striking beauty of the situation is that the South has the material upon which that energy may exert itself industrially to the best advantage.

Wealthy Southerners' Task.

One feature of the industrial evolution in the South is the increase in the number of wealthy men and the growth of the tendency on the part of men of means to contribute according to their ability toward the education of the rising generation. This is referred to by the Times of Richmond, Va., as follows:

The South is no longer strictly an agricultural community, but is rapidly becoming the great manufacturing section of the country. The hum of machinery is to be heard everywhere, cotton factories have sprung up in the cotton field, and the smoke from coke ovens and blast furnaces and rolling mills attest the fact that the South has turned its attention to manufacturing. The millionaire is a new product in the South, but through the manufacturing industry and through other media incidental to Southern progress millionaires here and there throughout the Southern States have sprung up. These millionaires, however, are not a menace to the South. They have turned their money to good account. They have given employment to thousands and thousands of people. They have helped to build up their respective communities, and in addition to all this have contributed liberally towards the cause of education. Clemson College, in South Carolina; Trinity College, in North Carolina; the Union Theological Seminary, in Richmond, and other such institutions are monuments to the liberality of our modern millionaires in the South. We believe that this is but the beginning of greater things. As the South prospers, as her men accumulate riches, the cause of education will also prosper. The wealth of the South will be turned to good account. The counting-house will be as the handmaiden of the school and the church.

What has been accomplished in this direction is gratifying. But not half enough has yet been done. There still remains a magnificent opportunity for wealthy Southern men, whether they have made their money in the South or have gone to other sections in successful search for fortune. This opportunity, if seized, will give Southern men the distinction of having established an institution unique in character and most practical in its influence. What the South needs at present in the educational line more than anything else is a great technical institution, adequately endowed, upon which may be concentrated the energy of men determined that the rising generation shall be prepared to deal successfully with the increasing industrial problems of the section. Entrance into the institution should be the goal of the ambition of poor white boys, and it should be so equipped financially that the thousands of young men anxious for a practical education may spend a definite period within its walls free from the necessity for spending most of their time in making sufficient money to pay for their education. Any plan looking to the general government for a large appropriation for such an institution should be discarded. The idea of the institu-

tion is independence. As long as men accustom themselves to look to the central government for direct financial aid, so long are individual inclinations to resort to home-made and better means likely to be diminished. There are at least a hundred Southern men who have made their money in Southern development who are able, without feeling it, to unite in an adequate endowment of such an institution. In ten years the effect of such an institution upon Southern development will undoubtedly yield to the hundred men a return from their investment of at least 100 per cent. This is the practical view of the practical project to be taken by practical men.

Hobbles Upon Development.

Mr. Jack J. Spalding, a leading attorney of Atlanta, in a letter to the Constitution, referring to the abolition of the Southern department of two important insurance companies and the removal of their managers to the East, says:

What is the underlying cause that has brought this about? And what is the South going to get to compensate it for the loss of all these and a number of other bright and brainy young men who lived and helped to make up the development of the South, and who will now either be out of employment or will follow the seat of power to the East?

Just here it is appropriate to remark that no other business men have contributed more to the commercial, financial and social advancement of the South than these insurance men, especially since the establishment of these Southern departments.

There is a perfectly logical business reason why these changes are taking place and these Southern departments being abolished. The existence of the Southern headquarters of these companies resulted in the formation of the Southeastern Tariff Association, an organization whose object was to preserve uniformity of action amongst the companies, cheapen the expense of insurance, establish stability and prevent discrimination amongst patrons.

In no manner, shape or form has its effect been to defeat or lessen competition for business. On the contrary, every man who has any property to insure in the Southern country knows that the fiercest competition has always existed between the companies for the business offered.

However, the companies in this association have been attacked on this account by hostile legislation, resulting in expensive and vexatious lawsuits and in great annoyance to and interference with the conduct of the insurance business in the Southern territory.

The companies have got tired of this, and will go the same course that the railroads were driven—to wit, they will pass into the East, be concentrated in the hands of a few controlling spirits, who, without any organization or combination whatever, will meet around a lunch table and settle all these questions to their satisfaction and conduct their business regardless of all this pestiferous legislation and litigation.

A great many people behind this antagonistic legislation honestly believe that they are doing the country good, and honestly think that they are helping to break up a trust and a monopoly, when, in truth and in fact, their course is not only highly injurious to this section of the country, but inevitably results in bringing about and producing the very conditions that they think they are breaking up.

Suppose a few large companies absorb the other insurance companies in this country (and a very rapid absorption has been going on during the last few years), it would be a

very easy matter for them to conclude that they did not need any more competition or agents to secure insurance for their companies, and that when a party had property which he desired to insure he could come to the office of the company just like you go to the bank to do business.

As a result of all this not a single rate is reduced, the headquarters are moved further away and the Southern territory loses the business and citizenship of this large and influential class.

I fear that the two instances of the abolishment of Southern departments noted in the outset are but the beginning of the end, and that if the work of these misguided lawmakers goes on to its logical effect there will not be a single, solitary Southern headquarters left.

The matter is regarded as of very grave importance to the South by the Constitution, which says:

The fact that business enterprises having headquarters in Southern cities have been gradually concentrating in New York, depriving the South of the money circulation and the employment, is too well known to be reiterated. The railroad companies, as stated by Mr. Spalding, have also withdrawn into that city that they may escape the drastic laws framed to corral them. The insurance companies are now undergoing the same method of concentration.

Whatever the real cause may be, it is certainly a matter of grave concern. If in our effort to bind corporations we drive them outside of our jurisdiction, losing all the benefits of their gains while still under the necessity of patronizing them, are we not killing the goose which lays the golden egg? Is it wisdom to hamper and harass corporate investment at the price which we are forced to pay?

This whole matter needs serious attention. It is as important to have commercial and financial development as it is to build up any other line. If we have made mistakes in legislation, or if we have failed to grasp the spirit of business evolution, then it is time that we should take the matter up for study and start upon a career which will bring to us all the advantages to which we are entitled.

Mr. Spalding's letter and its suggestions deserve the careful thought of the whole people.

The cases of the two insurance companies are by no means unique. They are typical of a movement which certainly has been accelerated by hostility to corporations, even if it had not its origin there. No combination of capital, whether it means investment in railroad, insurance or any other undertaking calculated to build up a community or a State, is going to place itself at the mercy of legislators whose sole stock in trade is the ability to play upon the ignorance and prejudices of a sufficient number of men to keep themselves in office. Georgia is in many respects in advance of some other States in the matter of friendly feeling for corporations. It is therefore in a position, through its public sentiment, to render efficient service in efforts to check what seems to be absolute retrogression on the part of a few States of its section. It is absurd for the South to imagine that it can defy corporate capital and expect at the same time corporate capital to enter its territory willingly and gladly. Much of the South has manfully discarded the notions which threatened to wreck it industrially and commercially. But there are portions of it where the anti-developmental spirit is still permitted to find

expression in legislation. As long as such a spirit prevails the whole South must suffer, and if it progress at all, must move slowly. It has ability to rid itself of its hobbles. The State or community persisting in hostility to measures and men capable of aiding the South materially must be taught sharply that it is a public nuisance. The South has within itself the power to make such a teaching effective.

The Criticism of Shortsighted Policies.

From time to time in recent years certain manifestations in Texas politics have merited and have brought forth criticism from persons interested in the development of that State. This interest has not necessarily been self-interest, but has often come from persons inspired solely by the desire that nothing should be permitted to stand in the way of Texas taking the place industrially and commercially for which its magnificent natural resources fully qualify it. Too often, however, for the good of Texas, the criticisms have been met by rather wild attempts to prove that the inspiration of the criticisms is hostility to Texas. Statements of obvious facts have been met by the charge that the statements are born of ignorance of conditions, and suggestions from outsiders have been defied from the time-worn standpoint of the demagogue. The critics of unfortunate manifestations in Texas, however strongly their views have been expressed, have not lost sight of the fact that there are strong influences in the State working together for its good and seeking to eliminate from activity the elements of selfishness which stand in the way of its progress. Typical of the attitude of the substantial element there, and, in fact, of the substantial element of the whole South, are the utterances of a paper read at the last meeting of the Texas Bankers' Association by Mr. Edwin Chamberlain of San Antonio on the impediments to prosperity in the State. The paper ought to be printed in pamphlet form and circulated by the bankers and other progressive citizens as a document to overcome any kind of a campaign that may be attempted seeking to keep alive or to revive the movement which found expression a few months ago in the effort to pass the new tax bill. It is a lucid exposition of the magnificent natural wealth of the State, and of the part which capital must play in its complete development. Two or three extracts may be reproduced here.

Among the causes operating against proper working of natural resources, Mr. Chamberlain reckoned as the more important the tendency to agitation in favor of unfriendly legislation with reference to capital and the resentment excited by such agitation directly or indirectly in quarters disposed to aid in Texan prosperity. He said:

From the nature of the case the political demagogue finds a large field for his operations in this State. If he can convince the masses that they are aggrieved, and that for such grievance he can supply a remedy, in their ignorance they follow him. They do not stop to consider that nothing has ever come to them by reason of these false promises made and the hopes built upon them. On the contrary, all the laws that have been passed with the promise that they were to benefit the poor, and all the agitations with which we have been afflicted, ostensibly for the same purpose, have reacted disastrously upon those for whose benefit they were inaugurated. There are indications that these people have profited by their past experience, and that they have learned much which tends to disabuse their minds touching many of the false theories with which they have been

introduced. They are arriving at the conclusion that in the future the people of Texas are without prospect or hope except through the employment of the same means that have made the people of other sections prosperous. They therefore recognize that the profitable employment of both capital and the wages of labor rise and fall with the varying conditions that affect their value, and war by either upon the other, as has been illustrated in many cases, sends in loss to both. They also know that the same laws which protect labor must protect capital; that the wages and cottages of the poor and the income and mansions of the rich must be the same objects of the law's sheltering care.

Like other States undeveloped industrially, our local capital has not been equal to this great work, and it is necessary for us to be assisted largely by foreign capital. Whether the fact be recognized or not, men are not inclined to invest away from home unless they are assured of good returns upon and safety for their capital. And for this reason they not only look to the reasonable prospects of any enterprise, but also to the laws of the State in which it is located, in order that they may determine from these laws how the people feel in reference to such investments, and especially that of corporations. It cannot be denied that capital invested in corporations has been at a great disadvantage. Why should the law discriminate in favor of private as against corporate capital? Both should be subjected to the same burdens and enjoy the same rights and privileges. But however this may be, the trend of our legislature, as well as the results in our courts, have been such as to deter investors, not only from abroad, but at home, from making investments of this character.

We have reached the point where all intelligent men must recognize that in every progressive country great aggregations of capital are necessary. Such combinations constitute one of the leading factors of modern industrial progress and success. It will be impossible for us to keep pace with the spirit of progress if we are to rely upon the individuals or firms for the money these great enterprises demand. This work must be done through corporations. It is necessary, because in this way alone can adequate capital be acquired. Wherever this fact is recognized public sentiment will see to it that corporations are not oppressed, but that people at home and abroad are encouraged to invest in them, and that the laws shall throw every possible safeguard around this character of investment. We find this sentiment growing in some of the Southern States.

Another strong point made by Mr. Chamberlain was the following:

The attitude of every State is mirrored faithfully in its laws. They are assumed to be the expression of its best men, instructed by the whole body of its citizens, and must be also presumed to denote the private judgment and public intention of its people. No broad-minded man can contemplate some of our laws without a feeling of discouragement, anger and a conviction that they were not demanded by public need or desire, but were put on the statute-books as an expression of a supposed political expediency or as an outlet to bitterness, malice, ignorance or envy. There are many defects in our laws which strike strongly at the root of business. These defects can only be remedied by careful thought and a conservative legislature.

Careful observers must confess that these observations are correct. To reform conditions will require something more than the contention that they are no different from conditions elsewhere, or assertions that critics are moved by selfish instincts. A determination on the part of substantial citizens to take such an active part in State politics, from the primary meeting to the convention, that the demagogue shall be muzzled and chained permanently, is the one thing needful. The mere office-seeker must be removed from the field. Then the South will be able to push to success the policies which will bring material prosperity.

The Commercial Club of Tuscaloosa, Ala., has been organized, with F. P. Blair, president; L. H. Maxwell and E. N. C. Snow, vice-presidents; M. L. Tucker, secretary; Phil W. Blondheim, treasurer; Peter Clinton, R. H. Cochran and F. M. Moody, directors.

THE CRISIS IN CHINA.

Southern Cotton-Mill Men on the Attitude of the United States.

Persons who had not kept themselves informed of the dominant sentiment of Southern cotton manufacturers were surprised when, last fall, South Carolina manufacturers, as well as the representatives of the Southern Cotton Spinners' Association, placed themselves in an advanced position regarding the maintenance of American trade opportunities in the Far East and the development of them. Such action, however, was not surprising to men in touch with the manufacturers. They knew as well as the manufacturers that much of the export trade in cotton goods from this country was with the East, and that the Southern cotton mills were supplying the bulk of that trade's demands. They realized with the manufacturers that events of the Spanish war had tended to give the United States an advantage for the extension of that trade, and had made it incumbent upon this country to insist upon it that nothing should be allowed to interfere with legitimate efforts in that direction. That the spirit which moved the manufacturers six months and more ago to express themselves strongly upon conditions in the East is still militant is demonstrated by the following letters which have been received by the Manufacturers' Record in reply to a circular question: "As bearing on the export trade of Southern cotton goods in China, what, in your opinion, should be the action of the United States government at the present crisis in that country?"

The Door Must Be Open.

J. B. Cleveland, president Whitney Manufacturing Co., Spartanburg, S. C.: "It is of the utmost importance, especially to the Southern States, that the Chinese demand for cotton goods should not be cut off. The action heretofore taken by the United States government to protect our interest in that quarter gives every reason to believe the same policy will be continued. It is generally understood that the other powers have assented to the 'open door' policy, and in this present crisis the action of this government should be such that nothing will occur to close the door and turn the key on us."

Protect American Interests.

T. I. Hickman, president Graniteville Manufacturing Co., Augusta, Ga.: "It seems to me that the only thing that the United States government can do in the crisis now pending in China is to protect our interests thoroughly and to maintain as far as possible an open-door policy. In the case of serious war in that country, the questions that it will involve are too great for my comprehension, and the agreement and settlement among the nations will have to be determined by people who are a great deal better fitted to express an opinion than I am."

Favors Strenuous Action.

R. A. Johnson, Rockingham, N. C.: "Uncle Sam should ask Wu Ting Fang to cable Li Hung Chang to get out of his palanquin and hurry on foot if he can't travel faster to Peking and protect our people, or we will send Dewey and Schley and Roosevelt and Wheeler to teach them lessons they will be sure to remember."

For a Fair Share.

J. C. Plonk, president of the Cherokee Falls Manufacturing Co., Cherokee Falls, S. C.: "The policy of this government should be such as will guarantee to this country commercial privileges equal to those of any other power on the globe. If the country is partitioned, give us our share. If a new government is set up for the empire as a whole on more liberal

lines, let us see to it that the doors of commerce are left wide open to us."

Should Show a Bold Hand.

W. A. Erwin, secretary and treasurer Erwin Cotton Mills Co., West Durham, N. C.: "One thing is clear in our minds, and that is that the United States should show a bold hand and demand at all hazards perpetuation of the open door and equal rights and opportunities for trade in that country."

To Guarantee Rights.

John R. Ashe, president and treasurer York Cotton Mills, Yorkville, S. C.: "Hold on to what you have and work to get all you can consistent with national honor and international usages, steering clear of offensive action such as would lead to conflict, but maintaining such position as would guarantee to the nation all the rights to which it is entitled."

For Liberal Legislation.

L. Lanier, president the Lanett Cotton Mills, West Point, Ga.: "I have always felt that the United States government should be very liberal in its legislation and in offering facilities for the extension of our trade, and I hope soon to see more liberality manifested on the part of our lawmakers in this direction."

Just Commercial Equality.

George A. Gray, president Avon Mills, Gastonia, N. C.: "As to the export trade, the writer is of the same opinion as he was two years ago, when he wrote an article for your journal on the war with Spain concerning Cuba, Porto Rico and the Philippines. That was to take all of them and hold them, for we have needed and do still need them. My position now is to build and equip the finest navy of the world for the maintenance of home protection and for claims and protection in the foreign waters of the earth. The islands in question have become ours, including the Philippines, which hold the key to the situation in the Far East, and now that war seems inevitable in China, let us demand our equal share with other nations, not as a matter of insatiable greed, but as a matter of just and commercial equality."

SOUTH IS FOR EXPANSION.

Policy Is Indorsed by All Classes of Business Men There.

[From the New York Sun, July 1.]

Richard H. Edmonds, editor of the Manufacturers' Record of Baltimore, speaking of the political situation in the South, said to a Sun reporter:

"So far as my observation goes, the business people of the South, the cotton manufacturers, the bankers, the iron and coal men, railroad officials and others are enthusiastic in their advocacy of expansion. It is also true that this sentiment has a strong hold among the leading cotton growers, but they have not, I believe, been as outspoken yet in expressing their sentiments as the manufacturers. While attending the recent convention of the Southern Cotton Spinners' Association I failed to hear a single voice against the enthusiastic indorsement of the policy of expansion and of maintaining our hold in the Philippines. The fact is, that when Dewey fired the shot that made Manila forever American he awakened our people to a realization of a new responsibility. We saw that we faced new conditions. They had come without our seeking, but we could not change the conditions nor shirk the responsibility."

"The people of the South were the first to see the situation. They realized that without premeditation, by force of circumstances or through that power which guides the destinies of nations, we had been forced to take a hand in the world's affairs. As they studied the matter, they

saw that we were rapidly becoming the dominating industrial power; that our growing exports of manufactures were astonishing the business world and arousing the strongest commercial jealousies; that we had reached a point where trade expansion was the paramount consideration. Moreover, they soon came to understand that political expansion, the control of the Philippines, the upbuilding of a merchant marine and a navy and the maintenance of the 'open door' in China meant more to the South than to any other section. It made certain the construction of an isthmian canal, which would be worth more to the South every year than its total cost; it meant an enormous increase in the Oriental market for cotton and cotton goods; it meant the fulfillment of the old saying that the missionary of the Gospel as he opened Asia to civilization and to clothes was an advance agent for American cotton goods. The South saw in the coming expansion of Asiatic trade another market for its coal and iron and steel in addition to its cotton; it saw that when the Nicaraguan canal had been opened the dream of Commodore Maury of fifty years ago of a revolution in the shipping interests, transferring the center of the world's commerce to the Gulf of Mexico, would be realized. And because the South looked ahead and saw what expansion meant for its own prosperity, its business leaders actively supported this policy.

"Some say that this is a narrow view, in making 'business interests' the inspiring motive. Well, the South doesn't mind this criticism. It knows that it is 'business prosperity' which makes schools and churches and civilization itself possible. It knows that business prosperity means happy homes, a well-fed, contented people, whose moral and spiritual advancement is made possible by reason of profitable employment for all classes; it knows that business advancement into new countries is the great civilizing power which is Christianity's greatest ally in uplifting humanity, and, therefore, the South is not disturbed by reason of the senseless cry that we are thinking too much about 'business interests.'

"Bryanism, with its anti-expansion clamor, its free-silver delusion, its attack upon property rights and upon the courts, is fast losing ground in a prosperous, and because prosperous, a happy South. For thirty years the maintenance of Anglo-Saxon civilization practically compelled the white men of the South to stand shoulder to shoulder. In the face of such a danger as the possibility of the rule of negroes all other questions sink into insignificance. Wherever this question has arisen the white settler from the North has stood by his white brother of the South, but, thank God, the time has come when the people of the South can differ on economic questions and can vote as their convictions dictate."

POLITICS THAT PAYS.

Mr. William S. Witham's Practical View of Southern Conditions.

One of the best advertisements which Georgia and the South has received in recent years was the excursion last week of Mr. William S. Witham and the representatives of his many banks and cotton mills to New York. The visitors were upon pleasure and business bent, and attracted the attention of metropolitan journalism in more ways than one. Shortly before the party left on the return trip Mr. Witham, though not inclined to talk politics, said in an interview for the New York Times:

"Remember, I am not speaking from a political standpoint; I am talking for the banker, the manufacturer, the merchant, the man who tills his own land. These I know do not want a change of administration. With cotton at eight cents and rising, why should the South desire a change?

"Things have become far different in the South within the past two or three years. We are looking more after our interests than our rights. Bryanism is practically dead in the South, and after the next presidential election you will hear no more of Bryan and silver in the South, and, I believe, in the country.

"It is unnecessary to consider the timber of the presidential nominations by the republican party. The administration under which our prosperity has been achieved is good enough for us. As for Bryan, it would be a good business proposition to pay \$100,000 to secure his nomination at Kansas City, because it would then be unnecessary to spend much money to conduct the campaign, his defeat is so certain.

"With cotton at eight cents, we are riding in carriages, where we used to be walking or riding in ordinary wagons. Spot cotton is going to bring a higher average price from August to January next than it ever has done within the ten years previous.

"The man with the hoe will receive for his next season's cotton crop a better price by \$10 a bale than he has in any year in ten heretofore, and the same crop will cost him half a cent a pound less to raise, so that his net profit will exceed \$15 a bale.

"The condition produced by eight-cent cotton so increased the deposits of city banks in the South that for the first time since the Civil War money was loaned in all Southern cities at New York rates.

"The South is sure to become again the gold end of this republic for other reasons, one of which is that, instead of selling their cotton for eight cents, or \$40 a bale, they will spin it into goods and receive \$100 a bale for it.

"The home of the cotton mill is in the cotton patch. It costs \$5.20 per bale to move it from the cotton patch to the picker-room of a Lowell mill, which cost would be a fair dividend on the capital stock of a Southern mill. About three years ago we built our experimental mill, and last Saturday three weeks ago it paid a dividend of 100 per cent, and left the stock in demand at \$135.

"This showing embraces a period of about thirty-two months' run. It was a small mill of 5000 spindles, and demonstrates what?

"First, that this is the day of small mills; second, that all theories contrary to this statement are knocked on the head by these practical results. Our intention, therefore, is to build a cotton mill in each of the counties in which we have a banking interest. Eight mills are now projected and will all be in operation soon.

"There are other evidences of prosperity under this administration which are just as eloquent. Over fifty cottonseed-oil mills have gone up in my State and are prosperous.

"Lumber has risen in price from \$8 to between \$14 and \$19 a thousand feet for those who cut it. Turpentine farmers are getting forty-six cents per gallon for what they formerly sold for sixteen cents.

"Cattle-raising as a business is being largely developed. For example, a firm in one of our towns six months ago started with a capital of \$2500, and has done \$75,000 worth of business.

"With such evidences of prosperity and

illustrations of the blessings enjoyed during the last two or three years, do you think the South wants any change in the administration? We are against the negro locally, but we are for business and prosperity in national politics."

DEMAND FOR COAL AND IRON.

President John K. Cowen of the Baltimore & Ohio Comments on Mr. Atkinson's Article.

The review of the iron and coal situation by Edward Atkinson in the last issue of the Manufacturers' Record has attracted much attention among those who are conversant with the outlook. Discussing the subject President John K. Cowen of the Baltimore & Ohio Railway Co., in an interview with a representative of the Manufacturers' Record, said:

"Mr. Atkinson's calculation that the extension of railroad lines in this country will carry the mileage from 200,000 to 300,000 in fifteen years I would consider conservative if the construction of electric lines also is included. The construction, according to this estimate, would average a little over 6500 miles annually, which is considerably larger than the annual mileage built in recent years. Undoubtedly a large proportion of the construction will be in the South and Southwest, owing to the demand for railroads caused by the general development of this section of the country. I believe that the new mileage will be built principally in the form of spurs or branches by existing companies to reach localities which will originate traffic. They will not be built for the purpose of floating securities, as has been at times the case in the past, but their promotion will be due to healthful business conditions. I do not believe that independent companies will do much of the work, the corporations now controlling the principal railways carrying out the various plans."

Relative to Mr. Atkinson's estimate of the world's demand for iron and his prediction that the consumption in 1910 will require a supply of fully 55,000,000 tons, Mr. Cowen said:

"I would consider this a very conservative estimate. The demand for iron in its various forms is unquestionably widening. Prices have been raised to figures which were abnormally high, and a cessation in the demand is the natural consequence. When they are restored to the normal figure buyers will again come into the market, although some may wait until prices again begin to advance, as it is human nature to hope that the market may decline to a lower point than it naturally would, and there are always some purchasers who wait too long. I can see no reason for more than a temporary suspension of the demand. Undoubtedly the quantity exported for foreign consumption will be very large, fully as much as Mr. Atkinson predicts. Consumption of metal for railroad purposes, for building and for other uses is steadily increasing.

"As to our coal trade, the indications point to an extensive export traffic. If it assumes the proportions which it may assume within a few years I believe that coal exports alone will require one-third of the total tonnage now needed to carry export shipments from the United States. We are anticipating an export trade, and the docks being completed at Curtis Bay, on Baltimore harbor, have been planned partly with this idea in view, although they will be used, of course, for general shipping purposes.

"The cost of exporting coal from the mines has been reduced to a minimum by the railroad companies through the use of heavier locomotives, larger cars and the reduction of grades, allowing the hauling

of a very large tonnage by one engine. The introduction of labor-saving machinery into mines is constantly increasing, thereby reducing the cost of mining. Possibly further improvements will be made in the labor-saving apparatus now in use in the mines, although on this point I am not prepared to say."

Regarding the closing down of furnaces and other industries, Mr. Cowen stated that in the region reached by the Baltimore & Ohio he knew of no such suspensions except a few caused by necessary repairs. "Where one corporation controls a large number of mills and furnaces, as is now the case," he said, "it may be more economical to make repairs to a number of the plants at the same time, and as this suspension may affect a number of industries, more publicity is given than where each is controlled by an independent company and only one or two are idle at a time. Undoubtedly the slackening of the demand for certain commodities in steel and iron has caused operations to cease at some works, but they will be obliged to resume work on account of the orders which will be received in the near future. I do not attribute any of the recent suspensions in iron and steel industries to a permanent falling off in the demand for these metals.

"Mr. Atkinson's article is extremely interesting to us, as it is closely associated with the interests of the Baltimore & Ohio through our traffic in coal and iron."

WROUGHT BY RAILROADS.

Cogent Reasons Why Capital in Them Should Be Protected.

In an address before the Texas Real Estate and Industrial Convention at San Antonio last week Mr. S. F. B. Morse, passenger traffic manager of the Southern Pacific Company, set forth some facts regarding the part played by railroads in the development of communities which have application wider than the State of Texas. He said:

"Undeniably the railroads of the United States have been pioneers in pushing the fortunes of the individual and the government into the West. It is beyond question that the steel rail and the track embankment clearly defined the march of progress, and it has been along these rails and these embankments that immigration has sought and found conditions which encouraged agriculture and commerce. As the railroads were pushed into the verdant wastes of the West, and particularly was this the case in Texas, the farmer kept pace with the rails and the humble habitation of the man of soil broke and redeemed the primeval conditions which had existed for thousands of years.

"To some people the railroads are looked upon as 'necessary evils,' and the 'incubus' is borne with a resignation that seems only to break its bonds during a political campaign or a session of the State legislature, when the political demagogues and scheming iconoclasts endeavor to disturb the equilibrium of people and things by denouncing the railroads and urging passage of laws having for their purpose the repression of what is so frequently styled 'grasping monopolies,' forgetful always of changed condition for the better brought by the railroad in the first instance, and which is ever cheapening and quickening transportation, controlled only by commercial necessities.

"Yet there was a time in the history of Texas when the railroads were considered by all classes of people as being absolutely necessary to a prosperous future. Liberality and a broad public spirit was a characteristic of the years in and about

1854, and it was recognized generally by the people of the State that in order to bring the fertile sections of the Commonwealth into a closer touch with the influences which settle farm lands and build cities, it was necessary to encourage the extension of the railroads."

He quoted figures showing that the development of the population, property values, farm acreage and taxable values of Texas have increased in proportion with the development of the railroads in the State, and that similar developments have followed the extension of rail facilities in every State of the Union to a more or less extent.

He dwelt strongly upon the point that while the railroads were accomplishing everything in their power for the encouragement of immigration and of manufacturing enterprises in Texas, upon the people of the State depends to a great degree whether the State is to enjoy what it naturally deserves. He said:

"The East contains an abundance of capital which is looking for definite and safe investment with moderate returns. In London millions of pounds are awaiting fields for investment, the owners of this wealth being satisfied to receive as low as 3 per cent. interest for their money. Boston capital is lying idle, and would be satisfied to receive a like return, provided the investment was secured by both law and environment. Unfortunately, while Texas presents a most attractive field for capitalists, there is a strong sentiment in the monied centers of the East against putting money into this State. It is claimed that the laws are not of such a character as to insure the safety desired, and that capital is frequently repulsed because of agitation against the corporate interests within the State. It is a fact that millions of acres of Texas lands which could be converted into small farms are lying idle because the great landholders refuse to break into their holdings in order to attract immigration. These things are obstacles or apparent obstacles which deter a rapid development, but time will overcome even these, and when they are overcome Texas will spring into a most glorious position among her sister States.

"Consideration should be shown the manufacturers of the East to induce them to locate in the State. Local capital should join with foreign capital in the elaboration of its possibilities. Exemption from taxation for a limited period and factory sites should be offered as an inducement for the location of industrial enterprises, and Texas itself should augment everything that is being done by the railroads and its people to attract attention and money. The State is great enough to become an empire in wealth, and when its people, individually and collectively, join hands with the railroads and corporate interests, the millennium will have arrived at last and prosperity become an accomplished fact. * * * The people of the State are as much interested as are the railroads, and I trust the day is fast coming when the people of Texas will take as much pride in their transportation lines as do the people of Pennsylvania toward the great Pennsylvania Railroad system, which has made possible and very materially assisted in bringing to a successful consummation the splendid prosperity the great Eastern State now enjoys."

The Engineering Association of the South held its annual outing this year at Mt. Pleasant, Tenn. The party were carried from Nashville to Mt. Pleasant in a special coach placed at their disposal by President M. H. Smith of the Louisville & Nashville Railroad, and spent the day inspecting the phosphate plants.

IRON ORES OF NOVA SCOTIA.

Deposits in Antigonish County Reported as Rivaling the Great Deposits of Lake Superior.

[Special Cor. Manufacturers' Record.]

Halifax, Nova Scotia, June 25.

I have just returned from an extended and thorough examination of a great deposit of iron ores in a mountain ridge along the Straits of Northumberland, in Antigonish county, this province. While only a part of the veins are yet uncovered, enough ore is in sight to make the discovery one to rank with those of Northern Alabama or Lake Superior, and the fact that these ores lie within three to six or seven miles of navigable water, open to the world and with depth for the largest ships; that a coal field of coking coal lies alongside the iron, with abundant limestone at another harbor on a railroad fifteen miles distant; that they are a thousand miles nearer to England than if at New York, and are as near to Baltimore as the ores of Santiago or Porto Rico and nearer to ports north of Baltimore; that under Canadian laws the Dominion pays a bounty of \$2 a ton, and the province in which it is made a like bounty of \$2 a ton on all pig-iron manufactured, combine to make it a find equal in economic importance to anything heretofore discovered in the iron world, and to assure that it will be promptly developed and worked for all it is worth. The control of this field will carry with it the domination of the export trade, and, with what can be produced from it, the great problem of supplying the world's future demands for iron and its dependence on America is made much easier of solution.

I had been told some remarkable stories about the region in question by a man I had long known as a practical, hard-headed miner in coal and iron, and concluded that if his statements could in any degree be substantiated it was well that the facts should be made widely known. That, on the other hand, if they could not be proved, then it was equally important to state that fact. I found the statements more than confirmed, because additional work had been done uncovering new veins.

I had been told that veins running through the center of a mountain nine miles in length, with an average height of about 1000 feet above drainage, veins vertical from top to bottom, had been uncovered to a width of seventy-one feet and traced throughout. This would give 71x1000 feet per lineal foot for some nine miles. I went up and found all the veins named, found them solid and vertical, and traced them through the ridge. I found that while they had been given to me as a vein of twenty-four feet, one of ten, one of seven, one of six, one of fourteen and one of ten, making up seventy-one feet, that this measurement had been based upon stepping, and that more accurate measurement made it, where the cross-cuts had been made, nearer eighty feet. And that another vein of twenty feet and one of seven feet had been uncovered. But call it all ninety-eight feet.

The 71-foot series occupied a width of about 350 feet in the center of the mountain reaching up to its broad summit, which is about a quarter of a mile wide. But the ground between these veins, which were on a cross-cut gorge that had cut the ridge to its base, and within less than a hundred feet of sea-level, had not been cleaned away. Where veins had shown in the face of the steep slope they had been cut clean from wall to wall. I do not doubt that more thorough clearing of dirt may disclose other veins in this 350 feet. The 24-foot vein was on the southeastern side, the strike of the veins being with the course of the range north,

probably 25 east and south, 25 west, judging roughly. And development to the south of it will, I think, uncover still other veins.

The second series started on, the twenty and seven-foot veins, are about sixty yards to the northward of the last-named vein of the first series. Work between the two is likely to uncover other veins between the two series, while to the north of the twenty and seven-foot veins there should at least come in two veins that are exposed a couple of miles to the eastward, whose course would take them considerably to the north of the twenty and seven-foot veins of the second series; in fact, I think it quite probable that a thorough development will show that the whole core of the mountain is a mass of veins, and that what have been already uncovered may be duplicated. The ore shown in the cut veins is solid from wall to wall. In only one of the larger cuttings in the gorge, and they were cut in four places, across, between, top and near the bottom, was any impurity shown, that being a "horse" of slate about ten feet in diameter in the middle of a cutting in the 24-foot vein, with good ore all around it.

Chippings across the veins with a geologist's hammer, taking every foot or so, brought sprays of uniform quality, generally a fine blue ore, in some cases fine-grained and dark blue, in others coarser-grained and with an oolitic look, the grains being the size of sand grains. Two of the veins were clearly fossiliferous to the eye.

I was shown numerous assays made at Halifax, or rather copies, showing 51 to 57 per cent. of metallic iron and averaging over 53 per cent. This average has been confirmed by assays since made at New York. One assay made in New York from a specimen taken from the larger vein made this remarkable showing:

	Per cent.
Insoluble, silica, gangue, etc.	8.61
Protoxide of iron	28.67
Sesquioxide of iron	61.71
(Metallic iron, 65.50.)	
Phosphoric acid	0.483
(Equal to phosphorus, 0.212.)	
Total	99.473

This, while not intended as a picked-out sample, undoubtedly was an accidentally pure piece. But I feel it safe to say that the ore will average about 53 per cent. metallic iron, with from 0.370 to 0.530 of phosphorus, with little or no sulphur and no titanium. The ore weighs about 228 pounds per cubic foot, or, say, ten cubic feet to the ton.

Taking into account that there is clearly some 98 feet in width by 1000 in height above drainage, without counting anything but what has been traced and cut, this would give in the nine miles approximately half a billion tons of ore. This may be doubled by increased width of vein uncovered. How much can be added to it by going below drainage level is a problem to be solved only by going down. Somewhere this vertical formation rests unconformably on a base of granite or Laurentian rock.

The walls of the veins are alike, a dark-stained, fine-grained, smooth siliceous rock, either a trap or a metamorphosed sandstone.

Along the coast the strata is sharply upturned, but is greatly twisted and contorted and pitches at all sorts of angles, but in the iron range and in a small range lying between it and the coast the formation is to the eye vertical; in the latter range it is in full sight along a gorge cut by a stream rising in the iron range and flowing to Northumberland Straits at the little harbor of Arisaig Pier, distant from the iron vein this gorge a couple of miles, and where a pier could be built giving any required depth of water.

How the Ore Lies for Distribution.

No vast a body of high-grade ore as this would be sought in the present state of the world's consumption of iron—and consumption will steadily increase—even if it were in the most remote and inaccessible part of the world. This ore, lying in an area that would be cut centrally by about 65° 15' west of Greenwich and 45° 45' north latitude, in a country where mining can be carried on the year round, has remarkable advantages of access and power of distribution to the great iron-making countries of the world.

Antigonish county is the northeastern county of Nova Scotia proper, and is separated from Cape Breton Island by George's bay. The county is, in its western portion, a wedge-shaped peninsula, terminating at Cape St. George and lying between George's bay and Northumberland Straits, the latter a body of water twenty miles wide by a hundred or more in length between the north shore of Nova Scotia and Prince Edward Island.

The iron ridge sets in about half-way from Cape St. George to the western boundary of the county, and runs parallel with the coast line about two and one-half miles from the Strait, having a length of some nine miles. The southwestern half of it is somewhat higher and broader than the northeastern half, averaging probably a little over 1000 feet above sea-level. Between it and the coast is a smaller range, with a narrow, smooth valley, perhaps seventy-five feet above sea-level, separating the two ranges.

Near the northern end of the iron range both ranges are cut by Doctors' brook, which flows into the Straits a couple of miles south of Malignant cove. Streams which rise on the iron range southward of this, and which cut gorges to the iron on its northern slope, find outlet in a stream along what is known as the Trunk Road, which flows into the little harbor at Arisaig Pier.

A railroad has been surveyed from the county town of Antigonish, on Cape George and on the Intercolonial Railway, northward through a coal field to the north end of the iron range, a dozen miles distant, and thence along the little valley on its northern side on to its southern end, around that and back to the Intercolonial Railway at Barney's river, having a maximum grade of 1 per cent. and a length of some thirty miles. It is expected this small road will be built this year.

At present a couple of miles of trolley or other tramway or light railroad, with a grade of less than 1 per cent., would connect the little iron valley with Arisaig Pier, and with five miles of tram along the range would serve half a dozen natural openings where the northern veins are cut by small gorges, and all of them can be cross-cut by from 500 to 800-foot tunnels cutting the veins 800 or 900 feet below summit outcrops.

With the road built to Antigonish, where there is limestone, furnaces would go up there. There would also be a big shipping port, whence the iron could cross George's bay and proceed through the Gut of Canso to the Atlantic for shipment to our ports or to England or continental Europe. It could also be carried on by rail to the Gut of Canso and shipped there.

It is only a question of a little time when this vast body of ore will force the building of from fifty to sixty miles of railroad from the town of Antigonish directly southward to Country Harbor, in Guysborough county, on the Atlantic.

Country Harbor is said to be superior even to that of Halifax in room, depth of water, access in stormy weather, land-locked protection and depth of water close to shore, and is 100 miles nearer

England than Halifax and 1000 nearer than New York. It is a harbor open all the year, while Arisaig and Antigonish harbors would not be open, nor all of the Gut of Causo, more than seven months in the year.

There is nothing in the country to prevent the rapid development of this great iron field. The topography of the country and the harbors at hand will favor shipping the ore to this country and to Europe, for it can be mined and put on vessels at Arisaig and Antigonish, with proper facilities, at a profit at fifty to sixty cents a ton, and on the Gut of Causo or at Country Harbor, when a road shall have been built there, at seventy-five cents. As much more would take it to Baltimore.

The coal in Antigonish is like that elsewhere mined in Nova Scotia and Cape Breton. It contains 21 or 22 per cent. of volatile carbon, 42 or 43 per cent. of fixed carbon, and the rest is ash. But it will make coke, and has for many years made the coke for iron-making in Nova Scotia, only it will limit, because of its lack of burden-bearing power, furnaces to 200 tons daily capacity. The seams are large, and it can be cheaply mined. It is a good steam coal. Every iron pier can be so built that ore carried direct from the veins can be dumped into bins on the fire to be shot into vessels, while the other side of the pier can have coal bins to supply them with coal for their voyage.

The tremendous \$4 bounty will stimulate the making of pig-iron until the industry has been sufficiently developed. Then, whenever that bounty is taken off, Baltimore and the Chesapeake ports, with their Connellsville and Pocahontas cokes, can find a big export trade in exchange for ores that they can use to great advantage. The United States now uses some 25,000,000 tons of ore per year. But even this enormous rate of consumption could be wholly supplied by ore lying above drainage in Antigonish for a dozen or fifteen years, and probably, from what will be found, for twice that period. In other words, the Antigonish deposits are capable of very large shipments, and of making pig-iron and higher forms to any extent, even up to 5,000,000 tons a year for a generation. A proposition of this size in this day and time of world-wide use of iron, with the world's production crowded by demand and with great increase in demand and an absolute certainty, cannot be overlooked or neglected, and it is "too big to be lost through the grating."

The discovery of this ore may mean that the iron and steel trade, which years ago drifted away from the Atlantic coast to Pittsburg and other interior points, may, in large part at least, be again turned to the Atlantic ports, especially to points on the Chesapeake bay. It thus becomes of special interest to the readers of the Manufacturers' Record.

The Whitney Steel Plant.

Canada seems destined to become a great steel-making country, and a New York correspondent, in giving some details about the steel plant now building in Cape Breton, says:

"Work on Mr. Whitney's great Nova Scotian steel plant at Sydney, Cape Breton, is being rapidly and vigorously pushed to completion, and it is hoped to have it in operation in September or October next. It involves four furnaces, said to be of 400 tons daily capacity, though it has been reported that the furnaces have been reduced in capacity because of the quality of Cape Breton coke, which has only a low burden-bearing power, said by engineers experienced in its use not to be capable of working in more than a 200-ton stack; also a steel

mill, blooming outfit, rolling mill and everything essential to working the ore into finished steel products. The basis of it all is the great iron mine at Belle Isle, for which Mr. Whitney paid \$1,000,000 in cash. This, and the works in progress at Sydney, including coal properties and mining plant, involve an expenditure in all of some \$7,000,000.

"The great ore deposit at Belle Isle is in a blanket vein, varying in thickness from nine to four feet, which outcrops about a quarter of a mile from the coast and dips toward the coast at an angle of eight degrees from the horizontal. This body of ore is three miles long and something less than a quarter of a mile wide. It was estimated that on a basis of nine feet thick about 14,000,000 tons would be available before mining would be stopped by the sea, into which the vein runs. This may be lessened somewhat, as one end of the vein has thinned out to four feet. At the beginning the work of mining was simply quarrying, but it is now going under cover, the overlying rock being too thick to strip. The most serious drawback about the ore, aside from the strike of the miners, which has been compromised, and the export duty put upon it by the Newfoundland government, is that it is in Newfoundland, which is not a part of the Dominion of Canada, but a lone province by itself. On pig-iron manufactured in Canada the Dominion pays a bounty of \$2 a ton, and the province in which it is made \$2 more, in all \$4. While the steel is to be made in Nova Scotia, it is from ore outside both the province and the Dominion, so it will miss both bounties."

For Warship Contracts.

According to a report from Newport News, Va., the Newport News Shipbuilding & Dry-Dock Co. will bid upon the five battleships for which appropriations have been made by Congress. As it has been very successful in the past in securing this class of work, it is believed that it will obtain at least two of the vessels, if not more. There is also a possibility that it will bid for one or more of the nine cruisers which have also been authorized by the government.

Reports to State Labor Commissioner T. P. Rixie show that the capital invested in the manufacturing industry in Missouri by 1045 firms is \$71,202,661; the value of material used during the year, \$97,053,880; wages paid, \$28,845,609; value of manufacturing products, \$155,790,761; number of persons employed, 72,625.

According to a dispatch from New Orleans, steamships for export business are in such demand that it is stated contracts have been made for all of the tonnage offering until September 1. The demand for vessels is due largely to the increase in foreign business by way of New Orleans.

Mr. George A. Evans has been appointed general manager of the Louisville & Nashville, succeeding J. G. Metcalfe, who has resigned. Mr. Evans has been acting as superintendent of transportation for the Louisville & Nashville.

It is reported that the Ericsson Line of Baltimore is planning a steamer service between Baltimore, Philadelphia and New Haven, Conn. This company now maintains a regular schedule between Baltimore, Philadelphia and New York.

It is calculated that the terminals of the Southern Pacific Railway at Galveston, Texas, will be ready for handling freight by September 15. Work upon theme is now progressing rapidly.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

Switzerland a Field.

Consul-General James T. Du Bois at St. Gall, Switzerland, reports that hundreds of things are produced by American industry that are needed in the little republic and which would be given a substantial welcome could the consumers be made to see their merits. He points out that the United States are too far away to send many commercial agents to Switzerland, and that while last year Germany sent nearly 4000 agents into the republic, the United States sent but one. He suggests a central sample depot as a substitution for commercial representatives. The principal imports last year into Switzerland from the United States for Swiss industries were raw material and food-stuffs. Mr. Du Bois is anxious to see more American manufactured goods there. He writes that the Swiss take a long time to be convinced; because the American shoe was refined in shape and light in construction, that it need not go to pieces in a month. They also could not understand that the American pitchforks would stand the strain of heavy work, but they have learned that quality and not quantity is essential for the good tool.

Selling to England.

In a letter to the Manufacturers' Record F. C. Scott Company, hardware merchants of 66 Borough Road S. E., London, England, write that they know of openings for a couple of agencies in saws, general and fancy hardware and novelties, and that there is an opportunity in London for a firm which will establish there a showroom for light harness and carriages. Discussing trade relations they say: "The great difficulty in importing by individuals of American goods is the freight charges. Your maker wants to be content when he has put the goods on the cars or f. o. b. New York. Goods that seem cheap under those conditions are very different when placed at the importer's warehouse. The great reason why the German has such a footing in England is simply that he delivers his goods per house, and the importer knows just what they cost when he gives the order. There is plenty of scope here for American goods, goods that are not made in England, once the great freight difficulty is over. All agents and exporters to England must sell in English prices and deliver to the door of the importer."

For Carrying Fruit.

The Tropical Fruit & Steamship Co., which, as recently announced in the Manufacturers' Record, has been organized to operate a line of vessels in the fruit business between the West Indies, Central America and the ports of Newport News and New Orleans, has secured a fleet of twelve vessels, according to a dispatch from Newport News. Six of the vessels will ply between Newport News and the fruit-shipping ports, and the remainder will run to New Orleans. It is understood that arrangements have been made with the railroad companies reaching the cities named to operate fast trains of refrigerator cars in order that the cargoes may be dispatched to the Northern and Western markets without delay.

Her First Trip.

It is announced that the steamship Rowanmore, being completed for the Johnston Line, will make her first trip

between Baltimore and Liverpool on July 25. This vessel has already been described in the Manufacturers' Record, and is the largest which has yet been placed in service by Messrs. Johnston & Co. between the ports mentioned. The Rowanmore is arranged to carry passengers, if desired, and there is a possibility that she may be engaged in both passenger and freight traffic between Baltimore and Liverpool, inaugurating a new service out of Baltimore.

Iron for Spain.

In a letter to the Manufacturers' Record J. de Aribarterra of Bilbao, Spain, writes that there is a good opening in Spain for steel hoops suitable for barrel-making, special sheets for the manufacture of dynamos and ferro-manganese for iron and steel work. He suggests that prices should be stated in English coin, i. e. at Spanish ports, and sellers should indicate their commission. Mr. De Aribarterra expresses the belief that some good business could be done at Bilbao in pig-iron.

Coal Exports from Newport News.

Recently three vessels cleared from Newport News with coal for foreign ports. They included the steamship Accomac with 3060 tons for Cronstadt, Russia; the Eola with 5000 tons for Havre, France, and the Grayfield with 3000 tons for the island of St. Lucia. The cargo of the Accomac is a portion of the order for 60,000 tons, which, it is stated, will be filled principally from West Virginia mines. A fleet of from twelve to fifteen vessels will be required to carry this coal.

A New Coal Pier.

A dispatch from Norfolk, Va., is to the effect that the Norfolk & Western Railroad Co. has determined to add to its coal-shipping facilities at Lambert's Point by the erection of a pier, which, it is estimated, will cost \$200,000. The pier will be 672 feet long, and will be of a capacity to load the largest-sized vessels entering this harbor.

Rails for Honolulu.

A recent shipment of railroad material for the Sandwich Islands consisted of 3000 tons of rails for the street-railway system being built at Honolulu. The rails were made by the Pennsylvania Steel Co. of Harrisburg. The same company has also secured several large orders for bridges and a pier at Eastern Cuba.

A Large Cargo.

The steamship Swindon, which recently sailed from Baltimore for Rotterdam, carried a cargo which comprised 129,000 bushels of corn and 196,000 bushels of oats. It is said to be the largest combined cargo of these cereals which ever left Baltimore harbor.

Notes.

In June ten vessels carried from Baltimore for foreign parts 31,603 tons of coal and 3328 tons of coke.

A sale of 600 bales of cotton in one lot was recently made by a firm at Petersburg, Va., for export purposes.

The value of export shipments from Newport News for the month of June amounted to \$2,755,000, an increase of about \$350,000 over the corresponding month in 1899.

Albert Brosseau of Nantes, who is a commission merchant and broker in fertilizers' chemicals, coal, ship charters, hemp and flax, writes to the Manufacturers' Record that he is seeking connections with American firms dealing in iron, steel, zinc, lead and other metals.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

To Order 2000 Cars.

The Seaboard Air Line Railway Co. announces a list of officers which will be in charge of the newly-organized system. Mr. E. St. John at Portsmouth, who has been vice-president and general manager of the Seaboard Air Line proper, serves in the same capacity with the new company. The other general officers are also reappointed. Mr. Cecil Gabbett, who has been general manager of the Georgia & Alabama Railway, becomes division superintendent of the system between Columbia and Montgomery, Ala. Mr. D. E. Maxwell, vice-president of the Florida Central & Peninsular, is appointed superintendent of the fifth division of the system, which includes most of the mileage in Florida.

Relative to the indications for business, President Williams is quoted as follows in an interview:

"We cannot begin to furnish the equipment required to transport the business that is being offered to us. We are running many extra trains to move this traffic, and at a recent meeting of our directors I found it necessary to recommend the purchase of 2000 additional freight cars, for which we will send our specifications to the car builders at once. The linking together of the Florida Central & Peninsular and the Georgia & Alabama divisions of the Seaboard Air Line will mean a large increase in business to all parts of the system. The old main line of the Seaboard will hereafter enjoy a large business in Florida products, especially in the line of fruits and vegetables, of which it has heretofore had no share, and the business which it will derive from the Georgia & Alabama in the way of lumber and other Georgia products will be considerable. I think it will be but a little while now before the earnings of the consolidated system will reach and exceed a million dollars a month."

To Finance the Project.

A dispatch from Kansas City, Mo., states the building of the Kansas City, Mexico & Orient Railway, the line projected by A. E. Stilwell from Kansas City to the Gulf of California, will be financed by the Guardian Trust Co. of Chicago and Kansas City, of which Mr. Stilwell is president. A special meeting of the directors of the trust company was held, at which the executive committee reported to the board that it had investigated Mr. Stilwell's proposition to finance the railroad through the trust company, and recommended that the proposition be accepted. This action was taken. The proposition contemplates the floating of bonds to the amount of \$35,000,000 and stock of an equal amount, preferred and common. The International Construction Co., which Mr. Stilwell has incorporated under the Delaware law, has already contracted for the building of two stretches of the road. The construction company is to be paid in bonds and stock of the railroad company.

Electric Light for Cars.

The use of electricity for illuminating railway cars is becoming more and more popular for obvious reasons. The light which is produced is brilliant in character, and the lamps can be located at places convenient to the traveler. Some railway companies have already equipped their trains with movable lamps, which can be placed where desired. One of the greatest advantages of the electric light, how-

ever, is in its absolute safety, as there is no danger of cars taking fire from it in case of a collision or any other accident. At times many lives are lost by the coaches of a train igniting from oil lamps or other means of illumination. With the electric system, however, this danger is entirely obviated.

To Use the New Terminals.

It is announced that the terminals of the Seaboard Air Line Railway Co. at Savannah, Ga., have reached such a stage of completion that they will be used in future in place of the warehouse and wharves which have hitherto been occupied. As already noted in the Manufacturers' Record, the new terminals are located on Hutchinson's Island, and include berth room for a number of the largest vessels entering the port of Savannah, as well as several extensive warehouses and freight-yards. The passenger trains of the Seaboard Air Line Railway will for the present utilize the depot of the Central of Georgia Railway until the proposed union depot is completed.

Combination of Interests.

A dispatch from Savannah, Ga., states that the Peninsular & Occidental Steamship Co., which has recently been organized, represents a consolidation of the vessels controlled by the Plant and Flagler interests plying on the navigable waters of Florida and along the coast. The new company will operate a fleet of eight vessels, maintaining service between Tampa, Key West, Havana, Miami and Nassau, as well as a number of other ports.

Baton Rouge to Gulfport.

In a letter to the Manufacturers' Record Mr. W. R. Watson, one of the promoters of the railroad projected between Baton Rouge, Hammond, La., and Gulfport, Miss., writes that surveys have been completed for the portion between Hammond and Baton Rouge, and the balance of the line is to be surveyed at once. A company has been formed under the title of the Hammond, Baton Rouge & Gulfport Railroad to push the project.

New Lines in the South.

The summary of railroad mileage built during the first six months of the present year, as compiled by the Railway Age, makes a very flattering showing for the South. Texas is at the head of the list, with 164½ miles; Mississippi is third, with 104 miles, and Oklahoma fourth, with 91 miles; South Carolina constructed 79 miles, Georgia 42, Virginia 34, Louisiana 28 and Tennessee 30.

A \$125,000 Depot.

A company with \$125,000 capital stock representing the railroads entering Columbia, S. C., has been formed to build the proposed union depot. This matter has been under consideration for some time, and a decision has been reached to build one of the finest stations of the kind in the country. It is understood that work upon the depot will begin in the near future.

Land for Terminals.

The Seaboard Air Line Railway Co. has recently purchased twenty acres of land in the suburbs of Richmond for freight-yards, also for a repair shop which it is understood is to be built at this point. The company is completing a freight depot, which is about ready for service.

Railroad Notes.

The Chesapeake Steamship Co. has decided to make extensive repairs to the

steamer Charlotte, and has arranged with the Newport News Shipbuilding Co. to do the work.

Mr. Stuart R. Knott has resigned his position as vice-president of the Plant Railway & Steamship Co., and has been appointed vice-president of the Chicago & Alton system.

The shipment of watermelons from South Georgia to the Northern market has begun. The Louisville & Nashville Company recently transported 100 carloads in one day.

Mr. B. A. Newland has been appointed superintendent of transportation of the Atlantic & North Carolina Railroad. He has been acting as general agent for the Seaboard Air Line at Atlanta.

F. B. Teachout of Atlanta has been appointed general agent of the Clyde Line of steamships in that city. Mr. Teachout is also soliciting agent for the Seaboard Air Line Railway Co.

The Louisville & Atlantic Railway Co., which succeeds the Richmond, Nicholasville, Irvine & Beattyville Railroad, has reduced its capital stock from \$2,000,000 to \$1,000,000 and transferred its principal offices to Versailles, Ky.

Work has begun upon a new freight depot at Nashville, Tenn., which will be used by the Nashville Terminal Railway Co. The contract has been let to the Angus-Kingle Company of Chicago for the building, which will be two stories high and 600 feet in length.

Arrangements have been made for the transfer of the Choctaw & Memphis Railroad to the Choctaw, Oklahoma & Gulf Co. It is understood that the sale will retire 35,250 shares of preferred and the same amount of common stock of the Choctaw & Memphis Company.

The plan to reorganize the Shelbyville & Bloomfield Railroad Co. has resulted in the incorporation of a company with \$10,000 capital stock in which P. B. Reed and A. L. Schmidt are the principal stockholders. The company proposes to renew train service on the road immediately.

The Wheeling Terminal Railway Co., which controls the bridge across the Ohio river and the railway connected with it at Wheeling, W. Va., has elected Joseph Wood, president, and James McCrea, vice-president. All of the officers are interested in the Pennsylvania Railroad.

The Atlanta & West Point Railway Co. has ordered three additional freight engines to be built by the Rogers Locomotive Works. They will be among the most powerful engines used in the South, and are required on account of the extensive freight traffic which this company now enjoys.

The Virginia-Carolina Railway Co. announces the election of the following officers: Wilton E. Mingen, president and general manager; George F. Craig, vice-president and treasurer; Floyd B. Hurt, secretary; George T. Kearsley, auditor. The principal offices of the company are at Abingdon, Va.

It is announced that the Santa Fe system has purchased the Kansas, Oklahoma Central & Southwestern Railroad, recently sold at auction by order of the court. The road extends from Independence, Kans., through a portion of Indian Territory, and it is understood may be extended into Texas by the purchasers.

The report of the corporation commission of North Carolina shows the total assessed valuation of transportation companies in the State to be \$44,250,000, an increase of about \$500,000 over the preceding year. The railroad companies assessed include several corporations, which have built about fifty miles of line in the State during the past year.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

THE SALE OF YARN.

Southern Cotton Spinners' Association Considering a Change.

At the recent meeting of the board of governors of the Southern Cotton Spinners' Association the following resolutions were unanimously adopted:

"The board of governors of the Southern Cotton Spinners' Association having duly considered the present condition of the market, and having been informed from reliable sources that there is no glut in the market—in fact, from the best information obtainable there is only one month's supply of production on the market—can see no reason for the unusual decline in prices offered for yarn production.

"The board of governors are of the opinion that this great and sudden decline in prices is unwarranted and not justified by the present condition of trade. Your board of governors are of the opinion that the only way to meet and successfully contend with such a condition is by a thorough organization among yourselves for the mutual protection of your several interests. They would further recommend that you take into serious consideration the advisability of establishing houses in principal cities under your own management for the purpose of handling your production, and thus do away with the necessity of the middleman, who at present not only handles the products of your mills, but fixes the prices and makes yarn contracts."

A committee was appointed to consider what steps are necessary in the premises. The matter is of so great importance to the South that the Manufacturers' Record has asked for the views of a number of leading Southern spinners regarding the plan of the board of governors. A number of letters have been received, and are published as follows:

W. A. Erwin, secretary and treasurer Erwin Cotton Mills Co., West Durham, N. C.: "As to the advisability of establishing houses in the Northern markets for the sale of cotton yarns, it would seem an excellent idea, provided the same could be handled as our print cloths by the Eastern manufacturers, the possible bar to this being that some of the spinners are tied up with agents in contracts."

J. H. Morgan, president and treasurer American Spinning Co., Greenville, S. C.: "We are in accord with the board of governors in part, but not in whole. We think the market unnecessarily demoralized and the decline was unusually unreasonable and unwarranted, that throwing the yarn on the market at this stage was very unwise, and that both sellers and buyers got demoralized. We do not think the surplus yarn on the market is sufficient to warrant this decline, and as soon as the sellers and buyers realize the real condition of affairs there will be a reaction and an advance in the market. The majority of spinners have contracted their output, but this being the dull season, with but few buyers, it did not take much to demoralize the market. We think it would be wise, however, on the part of spinners to stop night-work, which will at once restore confidence and advance prices, and in the end will be very greatly to the interest of all concerned."

John R. Ashe, president and treasurer York Cotton Mills, Yorkville, S. C.: "We are heartily in sympathy with any move on the part of the board of governors of the Southern Cotton Spinners' Associa-

tion looking to bettering the condition of yarn spinners, and fully agree with the part of resolution touching the fact that there is no reason for the unusual decline in prices offered for yarn production, and believe the best method to obtain satisfactory results is to perfect a thorough organization among ourselves for the mutual protection of our several interests, the chief features being the regulation of production and being represented at the selling end of the line by those in full touch with our interests."

W. R. B. Whittier, purchasing agent Whittier Mills, Chattahoochee, Ga.: "I do not see any reason why Southern mills should not sell their own goods through a representative in the North appointed by them. We have for five years sold the most of our own product through our treasurer's office, which is located at Lowell, Mass. I believe we are in closer touch with our customers, and can serve them better and at a less cost to ourselves than those who are selling through different houses."

T. I. Hickman, president Graniteville Manufacturing Co., Augusta, Ga.: "I agree with the board of governors of the Southern Cotton Spinners' Association in that the sudden decline in the price of yarns is unwarranted, and that there is no overproduction of manufactured goods in this country. Cotton today is practically as high as it has been during the season. And with the insuring prospects of the coming crop I see no reason at least why prices should be low until it is definitely settled that we are to make an unusual amount of cotton this year."

Geo. A. Gray, president The Avon Mills, Gastonia, N. C.: "Your favor of the 23d, inviting my views upon the recent resolutions adopted by the Southern Cotton Spinners' Association, was duly received. My first impulse was to say nothing at all for the public print, but with the sole hope that the results of my experience and operation touching on lines of yarn and cloth manufacturing may tend to suggest some of the reasons for the resolution above referred to, I have decided to offer this article for publication in your valuable journal. So far as establishing commission houses in the principal cities of the North and West for the direct handling of the yarns and cloths of the Southern mills is concerned, I am of the firm conviction that it is both inexpedient and impracticable. Impracticable, I say, for the following reasons: First, the Southern mills differ vastly one from another in the matter of efficiency of labor. In the second place, the output of worn machinery cannot hope to compete with that of the best and most modern. In the third place, the efficiency of management of one mill may and often does differ greatly from that of another mill, and in the fourth place, the quality of fiber of all the cotton used in the manufacture of so-called competing yarns and fabrics is by no means the same. To make possible the success of filling the places of the so-called middlemen by the establishment of houses for the direct handling of one grade there must be a perfect uniformity in quality of the goods produced. In the absence of this uniformity the middlemen, or what we term our commission men of Philadelphia, New York, Boston and other cities of the North, East and West, are an absolute necessity. Cabbage may head under ground; water may run up hill, but the mills of the South will never be able to do away with the commission men and sell their goods through houses which may be established for that purpose."

"That the condition of the price market today is a matter of regret is a fact to which I, in common with every other mill

man in the South, am keenly alive, yet I am not so senseless as to saddle the responsibility upon the commission men. On the contrary, I have been and still am of the firm conviction that our commission men on the Northern markets are just as true and honest as any of any calling. They are just as true to our interests as to their own, and it naturally follows that they of reason should be, since the least advance in our interests means a corresponding advance in their interests. To assert that the commission men are responsible for the rise and decline in the yarn and cloth markets of the world is a charge too absurd to entitle it to the slightest consideration. Neither are they to be held responsible for any glut of the market if there be any glut."

"The Southern Cotton Spinners' Association had nothing whatever to do with the increase in the prices of yarns and cloth that took place a few months ago. At the time of this increase the writer made the remark that the association was only in the way, and that if it would only stand out of the way prices would soon find the top. My commission men will recall that I warned them not to push prices too high, for the reason that whenever they reached the point at which yarns could be imported the market would glut itself in thirty days. Let the spinners keep prices at the point at which the tariff will protect them, and they will have rendered highly improbable the sudden shrinkage in yarn prices. There will then be no such thing as yarns No. 30 two-ply wet twist dropping from thirty cents to nineteen cents per pound in thirty days."

"The writer has passed through the panic of 1873 and has enjoyed the boom of 1879-80, when No. 20s single yarn went from twelve and one-half cents to thirty-six cents per pound. He then watched again the decline, culminating in the hard times of 1897-98, then again the boom of 1899-1900, and now he is watching the steady decline in yarns and cloths while wheat and bacon are steadily climbing to the very highest notch in the scale of prices."

"No, my fellow cotton spinners, you cannot maintain high prices through the medium of the handling houses which you propose to establish. I want to say again, in behalf of our commission men of Philadelphia, New York and Boston, for these are the principal cities in which we have sold our products, that they are as true and honest and of as sterling worth and of as high character as any men under the sun. My experience has taught me that the most effectual way of maintaining high prices is to lend self to the most assiduous teaching of the spinners how to make a good round thread and a carefully-handled warp and skein yarns. Produce goods that the weavers will be anxious to get, and then there'll be no difficulty in securing good prices."

"I am convinced again that another step in the right direction would be the discontinuance of night-work and the giving of undivided attention to the business of the day-work. Let us consider for a moment what effect this would produce. To stop night-work in all the Southern mills would render impossible any such condition as the glut of the market; it would increase the efficiency of labor, render more stable the quality of the mills' output, and would not in any sense lessen either the rate or aggregate profit of the individual mill or the mills as a whole. Further, it would take ten years to build enough new mills to supply the shortage in the amount of output necessitated by the stop of all night-work, and in the end both capital and labor would have been greatly benefited. These are points into

which the Spinners' Association would do well to look, and even the board of governors would not find it unprofitable to discuss."

"The writer does not belong to the Spinners' Association for the fact that he can see no beneficial results arising out of such an organization. On the contrary, such organizations have in many instances been both misleading and harmful. Many of our so-called labor unions, led by men void of the highest scruples and understanding, have been brought into existence because of the organization of such associations as the Spinners. To the certain knowledge of the writer some of these labor unions are led by men who are incapable of making a living for themselves, but must needs depend upon the hard-earned money of the laborers. In the end the laborers are the real sufferers. My advice to the young men who work in mills is to have nothing to do with such unions; let them, by hard work and diligent adherence to duty, make themselves of such transcendent importance as to force the world to seek after them and their employers to confess their inability to do without them. Then all the forces of the earth cannot keep them down. No one knows better than the writer the truth and the force of the above. He has fought the fates of fortune; he has come up through all the struggles and difficulties that can possibly confront man in the effort to rise; he knows the soul-thoughts; he sympathizes with you, young man, but you must struggle manfully and be as true as steel and as honest as the days are long, and you will succeed in rising to the very top. But the very moment you stop to parley with men who are trying to get something for nothing, and are trying to rise to the top without paying the price, that moment you will start back to the bottom."

Practical Round-Bale Plea.

The New York Sun, discussing editorially the terrible fire tragedy of last Saturday caused by a blaze in a bale of cotton, says: "Piers can be made non-inflammable, but the merchandise put on them cannot be. But much will be done in that direction by making cotton bales round instead of square. The financial investments in the old-fashioned square bale are so immense that the newcomer makes slow progress in commercial use, but the round bale is so much better protected against fire that it must eventually crowd the other out."

On the same line is the following editorial in the Philadelphia Record: "The awful catastrophe in Hoboken, which started from the ignition of a loose cotton bale, again calls attention to the danger involved in storing or transporting cotton in the non-compressed bales. There is no one article, not even petroleum, sent from this country overseas that carries with it so much liability to take fire as cotton packed in the ordinary manner. In tanks petroleum may be isolated from all danger, but ordinary cotton bales cannot be loaded compactly enough to remove the possibility of fire through carelessness, friction or spontaneous combustion. Yet compressed to the hardness of a rock, and to one-sixth the dimensions of the bales as usually packed, there is no safer cargo than cotton. Several methods are in use to effect such compression—one, which was astonishingly successful, having been exhibited at the late Export Exposition in this city. There is no reason why one of these methods should not be put into use with every bale of cotton shipped. In no other manner may the constantly-present danger of fire at sea on ships carrying cotton be minimized. If the ma-

rine underwriter and the steamship companies themselves shall be so blind to their own interests as not to compel the adoption of one of the methods of baling cotton by compression, then every intending passenger should refuse to take passage on a ship carrying the staple."

In the light of these facts and opinions additional comment at this time by the Manufacturers' Record is unnecessary.

A \$200,000 Enlargement.

Announcement has been made of the intention of the Louise Mills of Charlotte, N. C., to expend about \$200,000 in enlarging and improving its plant. This company is now operating 13,800 spindles and 520 looms, producing fine cotton cloth and yarns, and this equipment will be increased to 25,000 spindles and looms in proportion. An additional building will be erected to accommodate the new machinery, to include 11,200 spindles and other apparatus. Messrs. E. A. Smith and J. P. Wilson purchased recently a controlling interest in the Louise Mills, and they will take the active management of the plant in a month or two, when they sever connections with the Charlotte Supply Co., with which they have been for some years. It is expected to have this additional equipment in place by next spring. E. A. Smith has been president for some time.

The \$60,000 Mill at Hampton, Ga.

Contract has been awarded to A. E. Hindsman of Griffin, Ga., for the erection of the mill building for the Hampton Cotton Mill of Hampton, Ga. This company organized last April, as was reported in these columns, and its officers are A. J. Henderson, president; W. P. Wilson, vice-president, and W. M. Harris, secretary-treasurer. The mill building will be a single story structure 75x182 feet in size, with engine and boiler-room additional, and will contain 3000 spindles to manufacture double roving yarns. The cost of the plant complete will be about \$60,000. All machinery has been ordered except heater for boilers, sprinkler system, tanks, heating plant, pulleys, shafting, fire pumps and steam pumps, and the company is in the market for unordered equipment.

The \$100,000 Mill at Tupelo, Miss.

About all contracts have been placed for the erection and equipment of the Tupelo Cotton Factory of Tupelo, Miss., organized last January. A. E. Hindsman of Griffin, Ga., has contract to erect the mill structure, and will commence work on it this month. He will be in the market for considerable of the materials and supplies wanted. The Tupelo Cotton Factory will represent when completed an investment of \$100,000. Its equipment will be 5000 spindles and 160 looms, with power plant and other necessary apparatus. J. M. Thomas is secretary-treasurer.

To Duplicate a \$125,000 Mill.

It has been decided to duplicate the Newnan Cotton Mills of Newnan, Ga. The company made this decision within the past week and at once completed arrangements for the new mill's erection and equipment. The spindles will number 6300, and the product is to be a finer grade of hosiery yarns than is made by the present plant, 5s to 20s. The machinery has been ordered and the work of erecting the buildings commenced this week. About \$125,000 will be the investment in this addition. R. D. Cole, Sr., is president.

A \$200,000 Fine Goods Mill.

Mention was made last week of the incorporation of the Hartsville Cotton

Mills of Hartsville, S. C. Mr. D. A. P. Jordan of the Grendel Mills at Greenwood, S. C., is an incorporator of this new company, and he states that a capital stock of \$200,000 has been secured, and that a mill for the manufacture of fine goods will be built. The equipment will include 10,000 spindles and 300 looms, and all the required machinery has been contracted for. The erection of the buildings will commence at once. A meeting of the stockholders will be held today for effecting organization. C. C. Twitty of Spartanburg, S. C., will be elected president and treasurer.

Textile Notes.

The Alabama Cordage Co. of Montgomery, Ala., is installing new engine, dynamo and other machinery.

The Harriman (Tenn.) Cotton Mills has been incorporated by Messrs. Andrew Crinkley, W. B. Crinkley, James Crinkley and Robert B. Cassell.

H. M. Holleman of Boston, Mass., visited Sanford, N. C., last week in the interest of Boston capitalists, who contemplate investing in a \$100,000 cotton factory projected for Sanford.

The Worth Manufacturing Co. of Worthville, N. C., is adding considerable machinery, such as 250-horse-power engine, 100-horse-power boiler, 400-light dynamo, napping machine and warper.

The Lumberton (N. C.) Cotton Mills has been organized, with a capital stock of \$100,000, and a board of thirteen directors was elected. R. D. Caldwell was chosen president; A. W. McLean, vice-president.

Anniston (Ala.) Yarn Mills, recently reported as organized, etc., let contract this week for buildings. J. H. Duke & Co. will erect the structures; main one to be 78x264 feet; engine and boiler-room, 36x74 feet. Equipment will be 5000 spindles, as previously stated.

Frank Leake, president of the Star & Crescent Mills Co. of Philadelphia, Pa., states that the report is premature as to the construction of a cotton mill at Gainesville, Ga., by the extension of his organization. The project is in contemplation, but has not yet been settled.

Hillsboro (Texas) Cotton Mills, recently reported as organized, has decided upon erecting a two-story, 78x200-foot building in which to install 5000 spindles, 150 looms and other complement for manufacturing cotton cloth. A. L. Lowery has been elected president. Plant will cost complete about \$100,000.

Messrs. Lockwood, Greene & Co. of Boston, Mass., the well-known mill architects and engineers, have contracts to prepare plans for twenty-five new mills. The spindles of these mills will aggregate over 380,000, nearly all in the South. The firm's plans will embrace the architecture, machinery, power, steam heating, electric lighting, fire protection, etc.

Charles Warren Davis of Augusta, Ga., writes regarding the Weinona Cotton Mills, recently reported as chartered by himself and others. Besides the 5000 spindles before mentioned, there will be installed 180 looms, and the product is to be duck and coarse cotton flannel. The plant will be located at "Munsey," a new mill town to be established in South Carolina, near Augusta.

A rapid increase in the business of the Hunter Manufacturing & Commission Co. of Greensboro, N. C., has caused that concern to establish a branch at 43 Leonard street, New York city. This company conducts a commission business in handling the product of a number of Southern cotton mills manufacturing gingham, sheetings, plaids, denims, cottonades,

hosiery, etc. Sales are made to the large cotton and jobbing trade strictly.

A letter signed "Yarn Merchant," which appeared in a New York newspaper last week, has been wrongly credited to Mr. Leonard Paulson. Mr. Paulson, who is of the firm of Buckingham & Paulson of New York, denies emphatically that he wrote the article, and desires the Manufacturers' Record to state that he is never ashamed to sign his name to anything he writes for publication.

Opelika (Ala.) Cotton Mills, recently reported, let contract this week for the erection of its buildings. Main structure will be two stories high, with four-story tower, 80x214 feet; engine-room, 37x40 feet; boiler-room, 31x42 feet, and cotton warehouse, 100x200 feet. Fifty cottages will be erected for the operatives. The accommodations will be for 15,000 spindles, but only 6500 will be put in to start with, making an initial investment of about \$125,000.

Cottonseed-Oil Notes.

The machinery for use in the cottonseed-oil and guano factory at Rocky Mount, N. C., has been ordered, and work will begin on the construction of the buildings in the near future.

The Pendleton Oil & Fertilizer Co. of Pendleton, S. C., has been chartered, with a capital stock of \$20,000. The officers of the company are M. M. Hunter, president, and J. J. Sitton, secretary and treasurer.

Work on the construction of the cottonseed-oil mill at Charleston, S. C., by the Charleston Cotton Oil Co. is progressing rapidly. The building is located on the land of the Atlantic Phosphate Works, near the city limits. The plant will be well equipped, the machinery being of the latest approved type, and will be put in by the Buckeye Company of Cincinnati, Ohio. It is intended to have the mill in operation by November 15 or earlier.

The market for cottonseed products in New Orleans is steady, with sales of oil for delivery in July. The market for cake and meal is unchanged, with the usual demand for export at this period of the season. Receivers' prices are as follows: Cottonseed, nominal per ton (2000 pounds) delivered here; cottonseed meal jobbing at depot, \$22 per short ton and \$23 to \$23.75 per long ton for export f. o. b.; cottonseed oil, 25 cents per gallon for crude loose f. o. b. in tanks here; in barrels, 28 cents, and 34½ to 35 cents for refined oil at wholesale and for shipment; oilcake, \$23 to \$23.75 per ton f. o. b.; linters—A, 4½ to 5 cents per pound; B, 4 to 4½ cents; C, nominal; hulls delivered at 20 cents per 100 pounds, according to the location of the mills.

The convention of the State Association of Oil Mill Superintendents opened at San Antonio, Texas, on the 27th ult. with an attendance larger than any in the seven years' history of the organization. President George T. Parkhouse of Cisco presided, with G. A. Baumgarten of Weimar as secretary. The principal business transacted at the first day's session was the incorporation of the association under the laws of the State, the admission of new members and the reading of the president's address, which gave a bright review of the cottonseed-crushing industry in Texas. At the second day's session papers were read by H. J. J. Thiesen and A. Henson. The election of officers took place at the third day's session, resulting as follows: George T. Parkhouse of Cisco, president; R. H. Schumaker of Navasota, vice-president, and Gus A. Baumgarten of Schulenburg, secretary and treasurer. The convention adjourned to meet next year in Galveston.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., July 3.

As in all other fertilizer ingredients, the local trade in phosphate rock has ruled quiet during the past week, with the volume of transactions limited to a few small lots. The situation at points of production in the Southern phosphate belt continues about the same as at last report. The demand, both foreign and domestic, is steady, and prices are well maintained. In South Carolina, shipments to domestic ports are better, over 5000 tons leaving the port of Charleston last week. Crude rock at mines is quoted at \$4, and hot-air-dried \$4.50 f. o. b. vessels in Ashley river. Shipments of phosphate rock from the Florida ports were larger in June than usual, about 33,000 tons going out from Tampa, and at Fernandina six large steamers were loading phosphate rock on the 28th ult. In all mining sections of Florida there is great activity, miners working to supply the demand from shippers. Prices for both pebble and land rock are steady. During the past week operations in mining at Mt. Pleasant, Tenn., have been very much restricted by heavy rains, and the market has ruled very quiet, with prices about steady and without any change. A charter was reported this week of steamer James Turpie to load phosphate rock at Fernandina for London at 20/3, June.

Fertilizer Ingredients.

The market for ammoniates during the past week has ruled quiet, and offerings have been absorbed at current prices. The demand from the usual sources is not urgent. Messrs. Thos. H. White & Co., in their June circular, have this to say of the market: "Our hint to the trade on 1st ult. seems now to have been timely. The Western markets declined suddenly and became active for all grades of ammoniates. Between 1st and 10th there were large sales of tankage, notably 10 and 15 per cent. grades, on basis of \$16.50 to \$17 f. o. b. Chicago. But under impulse of the great advance in values of wheat and cotton prices have recovered, and are now ruling as below quoted. The fish catch began well, but is reported now very poor and far behind the record to date of last year."

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2 72½ @ 2 75
Nitrate of soda.....	1 80 @ 1 85
Blood.....	2 10 @ 2 15
Azotine (beef).....	2 20 @ 2 25
Azotine (pork).....	2 20 @ 2 25
Tankage (concentrated).....	1 85 @ 1 90
Tankage (6 and 20).....	2 05 & 100 @ 2 10 & 10
Tankage (7 and 30).....	18 00 @ 18 50
Fish (dry).....	22 00 @ 23 00

Phosphate and Fertilizer Notes.

The Caraleigh Phosphate Fertilizer Works of Raleigh, N. C., is increasing its capacity by doubling its chamber equipment. This addition to the factory means an expenditure of \$15,000, and will give the works an output of 20,000 tons annually.

The Anderson Fertilizer Co. of Anderson, S. C., has been organized, with a capital stock of \$100,000. The incorporators are J. J. Fretwell, B. Frank Mauldin, W. G. Watson, J. M. Sullivan, J. H. Masters, F. G. Brown and others. Fred. G. Brown is president of the company.

The New Cut Mining Co. of Cook Kitchen, John's Island, South Carolina, was chartered last week, with a capital of \$2500. The company will enter largely into the mining of phosphate rock. The incorporators are R. W. Lawton and Jos. N. Alphonse of Charleston, S. C.

The following shipments of phosphate rock were reported last week from Char-

leston, S. C.: Steamship George Forwell, 850 tons, and schooner Annie C. Grace, 750 tons, to Barren Island; barge Maria Dolaros, 500 tons, and barge Carrie L. Taylor, 750 tons, to Wilmington, N. C., and schooner J. Manchester Haynes, 1400 tons, to Weymouth.

The shipments of phosphate rock last week from Port Tampa were as follows: Schooner Maria O. Teel for Philadelphia with 1600 tons from the Land Pebble Phosphate Co.; steamship Vienna for Venice with 2268 tons from the Palmetto Phosphate Co., and schooner Henry J. Smith for Philadelphia with 1600 tons from the Land Pebble Phosphate Co.

The chemical works of the Greenville Fertilizer Co. at Greenville, S. C., were destroyed by fire on the 29th ult., entailing a loss of \$86,000. The loss on machinery was \$25,000, leaden chambers \$40,000, sulphuric acid \$6000 and sulphur ore \$15,000. The total insurance is stated at \$75,000 on buildings and \$29,700 on contents. It is said that in all probability the works will be rebuilt as soon as possible.

The extensive fertilizer plant of Griffith & Boyd at Canton, Baltimore county, Maryland, was entirely destroyed by fire on the 29th ult. It is estimated that the loss will reach \$150,000 to \$200,000. Messrs. Frank Furst and Harry Parr owned the buildings, valued at \$100,000 and insured for \$25,000. Messrs. Griffith & Boyd had their stock and machinery insured for \$54,150, which, it is said, will nearly cover their loss.

The phosphate shipments from Punta Gorda for the month of June, as reported by Albert F. Dewey, aggregated 7739 tons domestic and 3018 tons foreign, a total of 10,757 tons; previously reported 11,346 tons domestic and 6089 tons foreign, making the total shipments for the six months ending June 30 28,192 tons, of which 19,085 tons were domestic and 9107 tons foreign, all shipped by the Peace River Phosphate Mining Co.

The activity in phosphate shipments from Port Tampa, Fla., continues uninterrupted. On the 26th ult. the Austrian steamship Vienna, British steamship Rubens and the schooners Maria O. Teel, Henry J. Smith, Star of the Sea and M. D. Cressey were in port loading phosphate cargoes. The Norwegian steamship Urania finished loading on the 25th ult. with about 3615 tons of pebble from the Land Pebble Phosphate Co. for Helsingborg.

The Virginia-Carolina Chemical Co. is about to establish a plant in Memphis for the manufacture of fertilizers. In buildings and machinery for the plant proper an expenditure of \$100,000 will be made, and it is understood that ground will be broken for the erection of these buildings without delay. The capacity of the plant will be 40,000 tons of material annually. A storage warehouse 500 feet long is to be erected for the manufactured product, and in addition an acid chamber with a capacity of 176,000 cubic feet. The warehouse will have a capacity of 25,000 tons. The company will also handle the product of pyrites cinder, which is extensively used by paint mills.

Gentlemen interested in the establishment of a large furniture factory at Anniston, Ala., have, according to the Hot Blast, received a letter from a firm in New York expressing willingness to make a contract to take the entire output of the factory upon conditions relating to the class of goods and the prices.

A dispatch from Durham, N. C., states that the Durham Hosiery Mills have just shipped three solid carloads of hosiery to one firm in the West.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.**Baltimore.**

Office Manufacturers' Record,
Baltimore, Md., July 3.

The occurrence of the national holiday and its attendant festivities has lessened the volume of trade somewhat in the local lumber market. A fair demand, however, in some lines is present, and considerable business has been developed during the past week in the foreign export trade. The North Carolina pine business shows very little expansion in domestic operations, while the foreign demand is better than at any time during the past six months. Some large orders have been received recently from the United Kingdom and Continent, and several heavy shipments went out during the week from this port and Norfolk. Air-dried lumber is rather quiet, there being very little demand at the moment except from boxmakers and some out-of-town dealers. Prices for North Carolina pine are now about steady at the recent shading of several inferior grades, and stocks are generally ample for the current demand. There is a fair inquiry for white pine, and prices are firm, with stocks ample for present necessities. Cypress is steady, with no urgent demand. In hardwoods there has been a good demand for poplar, and dry stock of all kinds sells readily at quoted figures. Oak, ash and other woods, while not showing much activity, are generally in fair request, with values steady. Hardwood exporters are enjoying a moderate volume of trade, but the general tone of business is quiet, in sympathy with the movement at European ports.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., July 2.

The lumber industry in this section of Virginia and Eastern Carolina continues to show some interesting features, and the outlook as viewed by manufacturers and dealers is encouraging. The volume of trade in North Carolina pine is not as large as could be desired, but from the inquiries coming in the probabilities are that the fall demand will soon set in. There is, however, at present a good foreign trade, and some good orders have recently been received from Europe. A large shipment of lumber, amounting to 550,000 feet, was made last week from Baltimore to Dunkirk, France, by the Tunis Lumber Co. of this place, the lumber being prepared at the company's mills in Berkley. There is a good local demand for box lumber, and for the upper grades for the foreign trade the offerings are readily taken at list figures. At the last meeting of the North Carolina Pine Association, held in this city on the 28th ult., it was decided to make a reduction on several of the inferior grades of lumber. The curtailment of the product decided upon several weeks ago is to be continued, and stocks on that account are not accumulating. There is a good demand for dressed lumber, and planing mills are all generally running on full time. In air-dried stocks are fully ample for the demand, and values in some cases slightly easier in tone. Completed figures given out by local officers of the Suffolk Saw-Mill Co. and the Gay Manufacturing Co. concerning the fire on the 28th ult., which destroyed property to the amount of \$100,000, are as follows: President Moore of the Suffolk Saw-Mill Co. estimates its loss at \$60,000, with insurance \$44,000,

and Manager Barton of the Gay Manufacturing Co. places its loss at \$35,000, with insurance \$21,450. The offering of vessels for carrying lumber is better, and rates for handy-sized vessels are \$2.25 to \$2.40 to New York and Sound ports, and \$3 to Boston.

Jacksonville.

[From our own Correspondent.]
Jacksonville, Fla., July 2.

The month of June, just closed, has shown a remarkable degree of activity in both exports and imports of this port; in fact, the general trade of the port for the six months ending the 30th ult. shows a most material increase in almost every avenue of trade. Among the primary industries of Jacksonville that of lumber yields perhaps the largest revenue. The shipments of lumber last month aggregated 10,863,223 feet, of which 8,875,907 feet were pine, 626,000 feet cypress (both coastwise) and 1,361,316 feet of pine lumber shipped foreign. The tone of the lumber market has ruled firm during the month, and the demand shows very little, if any, falling off. The trade in cross-ties has been rather better than for previous months, the demand now being quite pronounced. Shipments of ties during June amounted to 50,569, and of shingles 2,575,000. The following figures show the remarkable increase in the business of wood products for the six months ending June 30 as compared with that of 1899: Shipments of lumber to domestic ports in 1899 44,340,482 feet, and in 1900 65,424,794 feet; cross-ties in 1899 76,350, and in 1900 244,643; shingles in bulk in 1899 17,885,000, and in 1900 18,814,800. Foreign shipments of lumber for the same period in 1899 amounted to 7,483,137 feet, and in 1900 to 7,528,116 feet.

Mobile.

[From our own Correspondent.]
Mobile, Ala., July 2.

The market during the past week has ruled quiet both in lumber and timber, and the volume of business lighter than usual at this period of the season. The timber trade shows some activity, but the sum total of operations is light. Prices are steady, with stocks moderate. Hewn timber is quoted 15 to 16 cents per cubic foot, hewn oak 15 to 18 cents and poplar 12 to 13 cents. Sawn timber is steady at 15½ cents per cubic foot. Advices from Europe report the pitch-pine trade as moderately active. The London Timber Journal of June 23 has this to say of pitch pine: "The market for timber has undergone no perceptible change since our last report, and the price for 35 feet average sawn stuff stands at 65s. We occasionally hear of sales at something less, but these will generally be for steamer lots, and only available to a limitation of ports. For sailers of moderate capacity that can go anywhere prices usually run higher, and we heard of 70s. and more being paid for 35 feet average by a 300 standard ship. There is hardly anything now on the way unsold, and all prices quoted are for shipment. At the Gulf of Mexico ports and the Southern States ports generally it is now the hot season, and while the torrid weather continues not much lumbering is done, consequently the shipping trade out there is likely to be very quiet for some time to come. Freights keep very high both for sail and steam. Vessels appear to find plenty of employment outside the timber trade, and while they can get other goods to load up with wood freights will be dear." The lumber trade in this section is steady, with a fair demand, and the mills at Moss Point and adjacent milling points are now all running on time. Prices are generally firm for the most desirable grades, and slightly easier for common stock.

During the past week the shipments amounted to 1,250,000 feet, over half the amount being shipped to Cuba. Lumber and timber freights are unchanged, with the offering of tonnage only moderate.

Memphis.

[From our own Correspondent.]
Memphis, Tenn., July 2.

Lumbermen in this section of the State have at the moment no reason to complain of the outlook for trade in nearly every avenue of the lumber industry. The volume of trade for the month just closed was a disappointment to many, being much greater than anticipated, while prices which in May last were easier are now much steadier; in fact, with but two exceptions, quartered oak and ash, prices on all other hardwoods are firmer than at any time in the past six months. All woodworking concerns have generally a very tight supply, and under a heavy demand for their product have been forced to come into the market to purchase earlier than usual. Sale of fifty cars of cottonwood shipped recently show figures as high as any received during the past fall and winter months. Poplar is generally firm, and no lower prices are expected, as the demand is active and stocks by no means excessive. Memphis lumbermen are still at work on the scheme to increase the barging and other facilities of the lumber market in that city, and while plans and contracts have not been completed, it is more than probable that in the next ten days matters will be in such shape that definite results can be made known. A deputation consisting of the following gentlemen left last week for New Orleans: George D. Burgess of Ruskin & Burgess, J. W. Thompson of J. W. Thompson & Co., E. E. Taenzer of E. E. Taenzer & Co., and Joseph B. Cabell, traffic manager and secretary of the National Lumber Exporters' Association. These gentlemen while absent were present at a conference of exporters and steamship agents of New Orleans. The party returned today well pleased with their mission.

Lumber Notes.

Receipts of lumber at the port of New Orleans for the week ending June 30 were 2241 feet, against 90,673,869 feet for the season and 80,752,000 feet last year.

On the recent tide in the Tennessee river over 5,000,000 feet of logs have arrived at Chattanooga. The several mills received 1,000,000 feet on Saturday last.

The strike among mill hands at Moss Point, Miss., so far as the mills are concerned, is said to be at an end. All the mills are running on full time, and have all the hands they want.

The Honea Path Lumber Co. of Honea Path, S. C., has been chartered, with a capital stock of \$50,000. The incorporators are L. M. Wilson and W. G. McGee of Honea Path, and John Harris and G. W. Grubbs of Belton.

The Norwegian bark Springa, bound from Mobile to Manchester, England, with a cargo of pitch-pine timber valued at \$25,000, was towed into the port of New York on the 2d leaking and unable to continue her voyage.

The saw-mills at Doucette, Texas, near Colmesneil, on the Texas & New Orleans road, are to be improved and their capacity increased to 75,000 feet of lumber a day. The Doucette mills have an excellent supply of timber, and are getting ready for an active fall business.

It is said that the steamer Farrington, which cleared from Baltimore last week for Dunkirk, France, carried the largest export shipment of lumber that ever left

that port. The cargo consisted of 35,106 pieces, or 525,000 feet, shipped by the Tunis Lumber Co. of Baltimore and Norfolk, Va.

The Fort Smith Lumber Co., located at Abbott, Ark., recently purchased 24,000 acres of timber land in Yell, Perry and Conway counties from the Occidental Land Co. of Little Rock for \$60,000 cash. This gives the company in the neighborhood of 62,000 acres of timber land in almost one body.

At Newberne, N. C., there is considerable activity among lumbermen, and shipments recently have been larger than usual at this period of the season. Shipments of lumber from the mills in and adjacent to Newberne, aggregating 1,500,000 feet, were made last week to Baltimore, New York and Philadelphia.

A meeting of the North Carolina Pine Association, held at Norfolk, Va., on the 28th ult., decided upon a reduction in several of the inferior grades of lumber. The curtailment of production decided upon several months ago was also continued. The association by formal resolution declared the present reduction in price to be the only one that will be made this summer and adjourned until September.

A fire broke out on the 28th ult. in the dry-kilns of the Suffolk Saw-Mill Co. and the Gay Manufacturing Co. at Suffolk, Va., destroying eleven dry-kilns, planing mill, lumber sheds and about 4,000,000 feet of lumber. President Moore of the Suffolk Saw-Mill Co. estimates that company's loss at \$60,000, insurance \$44,000. Manager Barton of the Gay Manufacturing Co. figures its loss at \$35,000, insured for \$21,450. Smaller items will make total loss about \$100,000, with insurance \$65,450.

A number of prominent cross-tie operators in Southern Georgia met last week at Waycross and organized an association to be known as the South Georgia Cross-tie Manufacturing Association. The following officers were elected: T. T. Thigpen, president; W. M. Wilson, vice-president; C. H. Lowther, secretary, and B. F. McDonald, treasurer. Resolutions presented at the meeting were discussed at length by the members present, and afterwards adopted. In substance the resolutions agree that the association shall not pay exceeding 13 cents for 7x9 ties, 11 cents for 6x9, 10 cents for 7x8 and 6x8, 9 cents for 6x7 and 8 cents for 6x6. It was resolved to encourage and foster the sale of ties to the Savannah and Jacksonville markets, which have representatives on the ground, and that no ties be sold without road inspection.

Clays of Alabama.

The geological survey of Alabama has issued as Bulletin No. 6 a preliminary report on the clays of Alabama by Heinrich Ries, Ph. D. The report shows that the clay resources of the State range from the best of china clays downward, and State Geologist Eugene A. Smith expresses the belief that there seems to be no good reason why all these materials should not be turned into chinaware, stoneware, firebrick, ornamental brick, paving brick, tiles and rain pipes within the State.

The directors of the South Carolina Interstate and West Indian Exposition have selected as a site for the exposition the property known as the Washington race-course and the Rhett farm, containing 137 acres, fronting on the Ashley river and lying within the limits of Charleston. Capt. F. W. Wagener has been elected president of the exposition company.

MECHANICAL.**Slate for Roofing Purposes.**

The progress of our country and the consequent erection of buildings of such

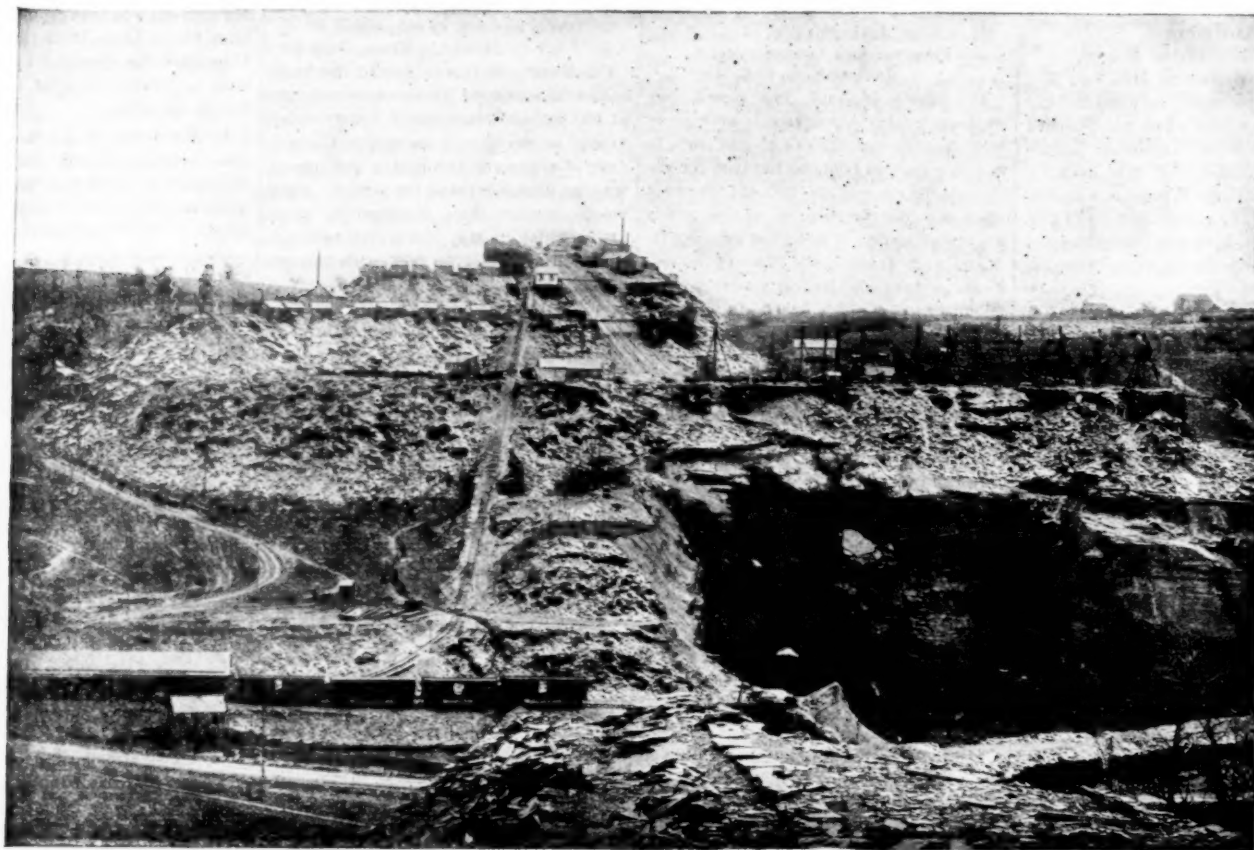
One of the most important features of any building is its roof, and there has been much attention bestowed on the subject of supplying improved and satisfying roofing materials. These materials are of numerous kinds, as all conversant with

timber was entirely used, was met in the form of slate. This product, while discovered many years ago in Wales, only in comparatively recent years was recognized as a model roofing material.

The first slate quarried in Pennsylvania

found in this and foreign countries.

With the increasing use of roofing slate has come an increasing popularity, which it justly deserves, as it is nature's roofing. The average life of a good slate roof is estimated at not less than ninety years,



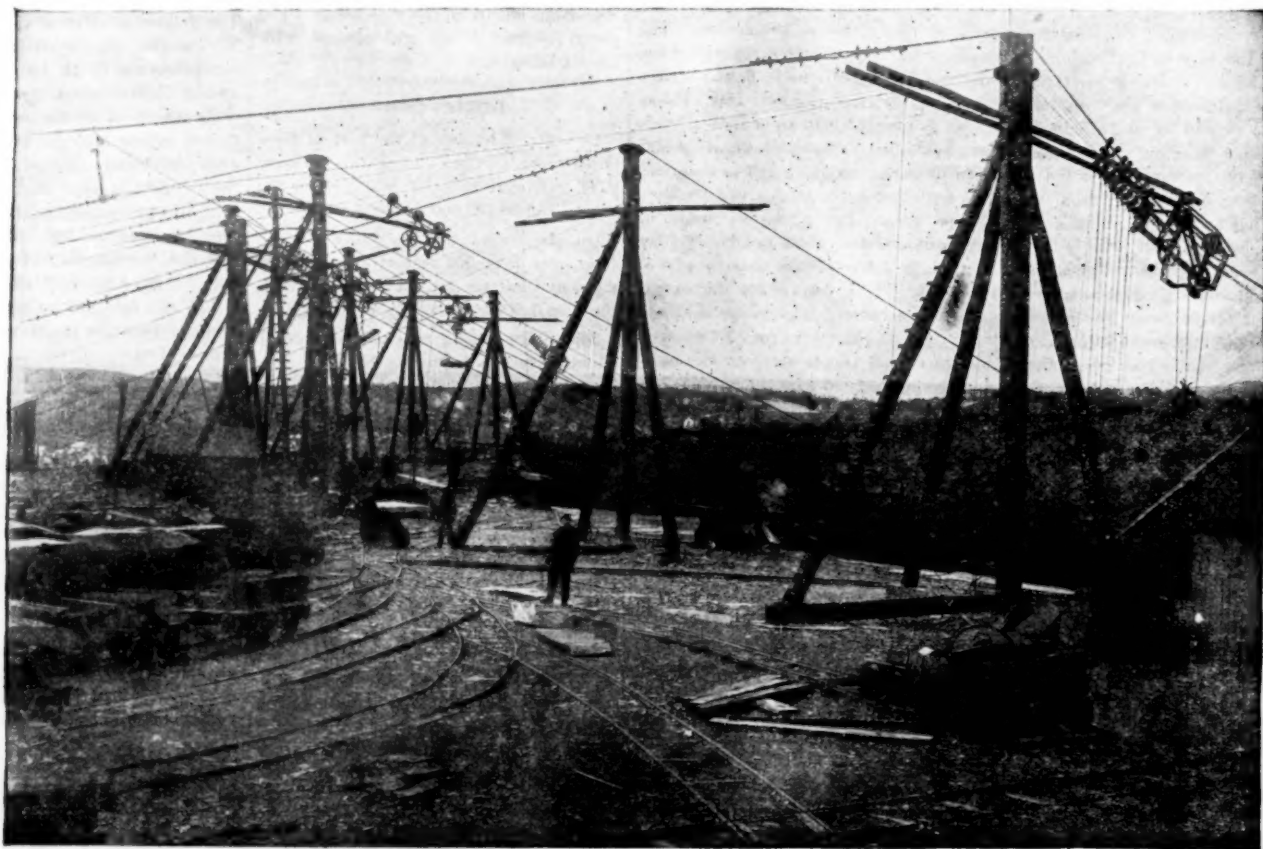
GENERAL VIEW OF BANGOR EXCELSIOR PROPERTY.

a diverse character has developed a demand for a multitude of building materials and supplies. Building materials of

the building trades are aware, among them being slate, a natural product which has been found to possess qualities for

for roofing was mined near Bangor, and a limited supply was shipped to Trenton and Philadelphia. The industry grew

while other materials now largely used range in life from ten to twenty-five years. The durability thus referred to



THE LANDING—BANGOR EXCELSIOR SLATE QUARRY.

improved forms have been supplied and put on the market by many manufacturers, and new industries have come into existence as a result of this development.

this purpose that adapt it, its producers claim, above all others.

The growing demand for a more lasting roofing, that came after the times when

rapidly from that time (about 100 years ago) until now the earth is forced to give up annually immense quantities of her hidden roofing, for which a market is

has made slate one of the most satisfactory materials ever used for a roofing, and the price at which it can be purchased makes it most economical, besides

which beauty and cleanliness are also a part of its meritable qualities.

These qualities should be noted by Southern builders, especially those in parts of the South where cisterns are used for water supply.

It is said that the quarries at Bangor supply the bulk of the slate produced in this country, and the reputation of slate from that section has come to be a synonym for perfection in this material.

The Bangor "Excelsior" slate quarries have been known for many years to the trade as supplying product that could not be excelled, if equaled, in the requisites that make a perfect slate roofing.

The Bangor Excelsior Slate Co. has been mining and marketing the genuine Bangor "Excelsior" slate roofing for years under the able management of R. S. Brown, who last November secured the output of another renowned quarry, the "Albion," at Pen Arzyle, Pa., thus largely increasing its output.

The annexed illustrations are taken from a handsomely-illustrated catalogue which was recently issued by this company, and which it will mail to interested parties upon application to it at Easton, Pa. The trade-mark "Bangor Excelsior Slate" on a red shield is well known to slate users, and the product having that trade-mark attached is fully guaranteed to the buyer.

TRADE NOTES.

Filter Plant.—The New York Filter Manufacturing Co., 15 Broad street, New York, has closed a contract with the Sharon (Pa.) water works for a 1,500,000-gallon filter plant.

Pine Timber Lands.—A tract of 350,000 acres of long-leaf yellow-pine timber lands in Florida is on the market. The property is in Liberty county, on rivers and within twenty miles of the Gulf of Mexico. A. E. Lampton of Ashland, Ky., can give particulars.

For Saw Manufacturers.—Manufacturers of all kinds of saws are requested to send catalogues and discount sheets to C. C. Hervey of 195 Main street, Memphis, Tenn. Mr. Hervey is manager of the branch of E. C. Atkins & Co., and being about to refit his catalogue case, makes the foregoing request of manufacturers in his line.

Atlanta Property Offered.—An excellent landed property near Atlanta, Ga., is now on the market. This property includes eighty acres of land overlooking the city and well situated for mill, factory or residence purposes. The Hunnicutt & Bellingrath Co. of Peachtree and Walton streets can be addressed for particulars.

Shirt Factory for Sale.—An established shirt and overall factory, located in a prosperous Southern city, is offered for sale. The plant is one of 100 machines, and the surrounding country offers plenty of labor from which to draw if enlargements are contemplated. Particulars may be obtained by addressing P. O. Box 364, Danville, Va.

Mill Supplies.—A new building containing about 90,000 square feet of floor space has been secured by the Crane Company of Chicago for its St. Louis (Mo.) branch. The building will be altered to suit requirements, and a full line of Crane valves, fittings, wrought pipe, steam specialties, etc., will be installed. The new location is at 938-944 North Second street.

Dexter Portland Cement Co.—Our references to the new Dexter Portland Cement Co. in last issue erroneously stated the name of the company president as George E. Barrett. The name should have read George E. Bartol, as was evident to those connected with the cement trade who remember Mr. Bartol as the former president of the Alpha Portland Cement Co.

Cement and Fire-Brick.—The Garden City Sand Co., Security Building, Chicago, Ill., advises that notwithstanding the strike in the building line in its city its business has increased fully 50 per cent. this year up to the first of June. The company's sales of Portland cement and fire-brick are especially active, and appearances would indicate that the present year is by far the largest ever experienced. This concern found it necessary to double office space lately, and now

occupy offices 1201 to 1205 at the above location.

Of Interest to Hotel Managers.—The development of the new oil fields of Texas offers many opportunities of different kinds for these desirous of locating. One such opportunity is that which the Clarendon Hotel Co. of Corsicana, Texas, calls attention to. This company is desirous of obtaining a competent hotel manager who can invest \$2000 in conducting a new four-story modern hotel in the Texas oil fields.

Florida's Sugar Refinery.—Messrs. Sabel Bros. of Jacksonville, Fla., who have purchased the St. Cloud (Fla.) Sugar Refinery, erected several years ago by the late Hamilton Disston of Philadelphia, will sell the plant. The new owners are desirous of disposing of the refinery to some company that will put it into operation. Should this not be effected Sabel Bros. will themselves form a company to operate the plant.

Slate Roofing in the South.—The durability of slate roofing appeals to builders and house owners everywhere. In the South this material is thoroughly appreciated and its use constantly increases. A recent shipment of slate roofing South was that of 1000 squares for the new Louisville & Nashville depot at Nashville. The Louisville & Nashville Company has also used slate on other buildings on its line. The slate used is the celebrated brand, "Bangor Excelsior Slate," on a red shield, a trade-mark which is proof positive of the highest excellence in slate roofing.

Anti-Rust Paint.—The Garfield Oil Co., Cleveland, Ohio, sole manufacturer of "Black Zanzibar Anti-Rust Roof Paint," has just secured contracts for painting some of the largest glass factories in the United States. It is said that this is the severest test to which a roof and sliding paint can be put, and as the paint has already been used for this purpose with most satisfactory results (as these new contracts would indicate), it certainly speaks forcibly for the high quality of Zanzibar paint. The company is making a specialty of cotton compresses and factories in the Southern States, and invites correspondence for further information.

Install Stoves and Ranges.—One who is inexperienced in the use of stoves and ranges may imagine that it is a simple matter to install such indispensable household furnishings. But those who have been annoyed by badly placed and unsuccessful equipment for heating and cooking in the home are well aware that it is only the expert who can install such apparatus to the best possible advantage. Messrs. Geher & Son of 214 West Market street, Louisville, Ky., is a Southern firm that has been eminently successful in the installation of stoves and ranges. They have been established since July 5, 1850, which makes an even half-century today.

Lockwood, Greene & Co. Entertain.—The well-known firm of Lockwood, Greene & Co., mill architects and engineers, gave an "at home" last month at their new quarters in Boston. Among the callers were some of the most prominent textile manufacturers of New England, and the South was also represented. Lockwood, Greene & Co. have designed, prepared plans for and built some of the most complete modern plants. And their business is constantly on the increase, as is readily evidenced by the fact that at present they have plans for twenty-five new mills in course of preparation. These mills will have an aggregate of over 350,000 spindles, principally in the South.

Celebrated Oil and Cups.—Messrs. Charles H. Besly & Co., 10 North Canal street, Chicago, report their general business has been very good. They are daily making large shipments of their celebrated "Helmet" oil and "Bonanza" cups to the agricultural districts, and note especial demands from California and vicinity. Their specialties, "Helmet" bronze sheet and wire, Badger and Gardner die stocks, taps of all descriptions and Gardner grinders, are largely called for by foreign buyers, recent shipments having been made to Japan, England, South America, Germany and Mexico. Numerous requests for prices, catalogues, etc., for new shop equipment, considered a good indication for future orders, are being received.

Supplying Ice Machinery.—Among the prominent builders of ice and refrigerating machinery is the Vilter Manufacturing Co. of Milwaukee, Wis. This company has recently closed a number of important contracts. The orders came from all parts of the United States, thus testifying to the wide recognition which Vilter machinery

has attained. Vilter machinery, as is well known to power users, includes the celebrated Vilter engines. The Vilter Manufacturing Co. has lately equipped a complete 40-ton refrigerating plant in Pennsylvania, an 80-ton refrigerating and 25-ton ice plant in Mexico, a 35-ton refrigerating machine in Mexico, 20-ton ice plant for shipment to Kobe, Japan, and besides has sold a number of engines of different sizes throughout the country.

Aultman Equipments.—It will be of interest to readers of industrial news to learn that business is holding up very satisfactorily with the Aultman Company of Canton, Ohio. Recent orders included a sand-handling system for foundry at Massillon, Ohio; two large No. 5 Aultman rock crushers at Canton, Ohio; one No. 3 rock crusher and one car haul at Monessen, Pa.; one refuse conveyor at Livermore, Ky.; one refuse carrier at Waverly, N. Y.; one complete plant for manufacture of tile and building block at Magnolia, Ohio; one tippel-house equipment at Canton, Ohio; one complete system of elevating and conveying machinery for handling raw material and finished product in beet-sugar refinery at Marine City, Mich.; six ingot-charging machines at Cleveland, Ohio, and a pulp carrier at Munroe Falls, Ohio.

The Mueller Picnic.—The Mueller picnic on June 23 was the source of the usual enjoyment that those annual glorifications have brought to the attendants. The 225 employees, together with about as many friends, spent the day in outdoor sports and general amusements, and the promotion of good-will and friendly feeling was accomplished without effort. These annual outings of the H. Mueller Manufacturing Co. of Decatur, Ill., are looked forward to by the employees, and they enjoy themselves heartily in the company of their families, friends and employers. The large establishment conducted by the Mueller Manufacturing Co. was started in 1857 with several workmen, and has gradually grown to its present proportions, being a prime factor in the industrial history of Decatur. Plumbers' supplies of all kinds is the Mueller product.

American Enterprise at Paris.—Among the striking and original exhibits at the Paris Exposition of 1900 few have occasioned more favorable comment than the great map of the United States, 18x15 feet, exhibited by the well-known advertising agency of Lord & Thomas, Chicago and New York. This map is constructed to show at a glance the various details concerning State areas and population, number of publications in each, circulation per issue, percentage of circulation to population, value of publishing plants, number of employees, average hours of labor, average wages paid and average cost per inch for yearly advertising. Information of this nature is of especial value to advertisers, showing as it does the best locations in which to place advertising to reach the greatest number of people and secure best results. Copies of this valuable map will be sent free on request to all advertisers who address Lord & Thomas, Trade Building, Chicago.

Patent Attorney a Mechanical Expert.—When an inventor seeks the services of a patent attorney it frequently happens that his legal adviser is at a disadvantage because of his lack of mechanical knowledge. When a patent attorney possesses this mechanical knowledge, coupled especially with a familiarity with electrical machinery, the inventor who consults him can feel assured of his full understanding of the device that is to be presented for patent rights. Experience in litigation cases is another quality that a patent attorney can use to excellent advantage for the benefit of his client. F. W. Barnacio, who practiced in Washington, D. C., for a period of twelve years, is a patent attorney who states that he combines the mechanical, electrical and legal features above referred to, and is ready to tender his services to those about to apply for patents. Mr. Barnacio has established himself in Baltimore, Md., offices at 811 Equitable Building, and solicits consultations with inventors.

More Ice and Refrigerating Machines.—Reference is frequently made in these columns to the active development that is constantly going on in the distribution of ice and refrigerating machines throughout the world. The introduction of artificial ice and refrigerating machinery was a boon to mankind, and this fact is being more and more appreciated every day. As in other branches of the machinery world, American manufacturers lead the world in building ice machines. The A. H. Barber Manufacturing Co. of Chicago, Ill., is one of the leading

manufacturers in this line and places its ice and refrigerating equipments in all parts of the United States and not infrequently in other countries. Only recently the company sold a three-ton refrigerating machine in Mexico. Other recent sales by the A. H. Barber works were a five-ton ice plant in Indiana, seven-ton in Oklahoma, four-ton creamery cooling machine in Iowa, eight-ton ice plant in Illinois, 12-ton ice plant in Kansas, five-ton plant in Indian Territory, 10-ton machine in Illinois, and several dozen other large contracts were also completed.

Important Engine Contracts.—The Manhattan Railway Co. of New York has awarded to the Harrisburg (Pa.) Foundry and Machine Works contract for the engines to operate the exciter dynamos in the new Seventy-seventh street power-house. Ordinarily an order for engines simply to operate exciters would be a small affair, but in this case, on account of the huge proportion of the plant, it amounts in the aggregate to 1600 horse-power—quite a power plant in itself. This was an order that attracted unusual attention among both users and builders of engines, for the new station where the engines are to be installed is designed to be second to none in the completeness of its equipment, and nothing was spared in the selection of the very best machinery of all types for the various services required. The exciter engines, as they are called, are four in number, each of 400 indicated horse-power capacity, each directly connected to a 250-kilowatt direct-current dynamo of Westinghouse make. These dynamos are of the eight-pole type wound for 1000 amperes at 250 volts and guaranteed for an efficiency of 93 per cent. The Harrisburg engines are of the tandem compound type, the cylinders being 14-inch and 25-inch diameter by 15-inch stroke. They are to operate at a speed of 200 revolutions per minute with 150 pounds steam pressure condensing. The Harrisburg people are to be congratulated on having secured this order, which comes as another evidence of the high esteem in which their product is held.

TRADE LITERATURE.

Fan Season.—The season for fans is now in our midst. The seeker after comfort either in the home, office or factory turns to power-driven fans as a relief from the oppressiveness of warm weather. To such a seeker is recommended a perusal of bulletin 62, issued by the Paragon Fan & Motor Co. of 572 First avenue, New York. This bulletin tells all about electric fans for ventilating purposes.

Alcatraz Asphalt and Paints.—It is stated that the length of the life of all paint is the length of the life of the binder. The binder of all good paint is pure linseed oil, and the life of linseed oil is claimed to be about three years. The life of "Alcatraz Asphalt" is from twenty to twenty-five years, according to the climate. "Alcatraz Asphalt" dissolves in linseed oil, thoroughly impregnating it. Leads and all pigments are held in suspension. They mix thoroughly with the oil, but do not dissolve in it. After the linseed oil is gone the pigment falls off, for the simple reason that there is nothing to hold it together. If one dissolves something in the oil the life of which is greater than the oil, one must certainly increase the life of the oil to some extent. The pigment used to color Alcatraz paints is held together by an asphalt-linseed oil binder. All paints produced by the Alcatraz Asphalt Co. are made upon this theory. The result is that they are durable, tenacious and elastic. Sample cards may be had upon request.

Electrical Souvenir.—Extensive experience in designing and installing electric machinery for light and power purposes is one of the prime factors requisite to attain successful results in the establishment of a plant. Combining with this the fact that it builds its own machinery, the Bullock Electric Manufacturing Co. of Cincinnati, Ohio, offers its services to the public in the confident belief that it can give satisfaction; in fact, the company guarantees successful results, and no more can be asked. At the convention of master mechanics and car builders at Saratoga, N. Y., the Bullock Company issued a handsome souvenir of its line of machinery. The souvenir took the form of a book containing a number of photographic reproductions of characteristic designs of Bullock dynamos and motors. Several applications of these motors specially designed for direct connection are also shown. Other than the preface and titles of each machine illustrated, there is no letter-press in the book. Descriptive bulletins of Bullock electrical machinery may be obtained by addressing the company.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Athens—Pyrites Deposits.—Ernest Hine has discovered pyrites deposits in Limestone county, and will probably develop.

Attalla—Grist Mill.—James Moragne of Gadsden is building a grist mill at Attalla.

Florence—Sewerage System.—The city will construct \$10,000 sewerage system, as reported recently. This will form part of a complete system to be built as soon as the legislature authorizes the issuance of bonds. The estimated cost of complete system is \$50,000; John B. Weakley, Jr., mayor.

Micaville—Gold Mine.—It is reported that John Nolen has discovered gold on his property, and will probably develop same.

Montgomery—Cordage Mill.—The Alabama Cordage Co. is installing additional machinery, including a new engine, dynamo and other machinery.

Montgomery—Mercantile.—L. Klein and others have incorporated as Klein & Co., with capital stock of \$60,000, to conduct general crockery business.

ARKANSAS.

Little Rock—Cotton Factors.—Incorporated: The Southern Cotton Co., capital \$5,000,000, by S. W. Fordyce of St. Louis, Mo.; J. R. Fordyce, W. H. Wright, both of Little Rock; C. R. Breckinridge, J. M. Taylor, both of Pine Bluff, Ark.

FLORIDA.

Arcadia—Fruit-packing Company.—The De Soto Fruit Co. has been organized, with James M. York of Boston, Mass., president; E. A. Thomas of Arcadia, vice-president and general manager; W. C. Whitney of Boston, secretary and treasurer; company has awarded contract to D. W. Brown for erection of a packing-house, 60x90 feet, with capacity of 1000 boxes of oranges per day; the capital stock is \$30,000.

Jacksonville—Mercantile.—Incorporated: The E. F. Clark Company, with capital of \$100,000, by E. F. Clark, Thos. A. Perkins, Geo. T. Keeney and Geo. A. Perkins.

Tampa—Foundry and Machine Works.—The Tampa Foundry & Machine Co. has been chartered, with capital of \$40,000 paid up; S. L. Varnadde, president; P. O. Knight, vice-president; John T. Moffitt, general man-

ager; W. C. Thomas, secretary and treasurer. The work on building for foundry will commence soon, and the machinery is already on the way.

Tampa—Refinery.—Martin D. Hubbell of New York is president; Isaac T. Brown of New York, vice-president; J. L. Allnut of Tampa, secretary, and S. L. Varnadde of Tampa, treasurer, of the South Florida Planting & Sugar Refining Co., previously reported as organized, with capital stock of \$1,000,000.

GEORGIA.

Atlanta—Clothing Factory.—The Everett-Ridley-Ragan Company has organized and installed machines for the manufacture of clothing.

Baxley—Syrup Refinery.—C. W. Deen has secured subscriptions to the capital necessary for the organization of a company to erect a syrup refinery. Charter will be applied for.

Cartersville—Stone Quarries.—Louis S. Munford, J. H. Power and G. H. Aubrey have incorporated the Clifford Stone Co. for the development of stone quarries, mining minerals, ores, etc.; capital stock \$20,000.

Cassandra—Coal Mines.—H. Bryant has discovered coal on his property, and will probably develop.

Columbus—Compress and Ginnery.—A. M. Ellledge and J. C. Holland are erecting a roundup and square-bale compress and ginnery.

Dublin—Stave Factory.—O. G. Sparks and S. D. Jones of Macon will erect a stave factory at Dublin.

Eatonton—Manufacturing.—The Quintette Manufacturing Co. has made application for a charter for manufacturing purposes.

Gainesville—Cotton Mill.—Frank Leake, president of the Star & Crescent Mills Co., Philadelphia, Pa., states that the recent report that he was endeavoring to organize a \$250,000 stock company for the establishment of a cotton mill at Gainesville is premature; that such a matter is under contemplation, but has not yet been settled.

Griffin—Pants Factory.—A company, with capital stock of \$25,000, will be organized for the establishment of a pants factory; \$10,000 has been subscribed. Address E. Gresham.

Hampton—Cotton Mill.—The Hampton Cotton Mill, reported organized last April, has let contract for building and for mill machinery. Spindles will number 3000. A. E. Hindsman of Griffin, Ga., has contract to erect the building; cost of complete plant about \$60,000; W. M. Harris, secretary.*

Newnan—Cotton Mill.—The Newnan Cotton Mills is erecting a duplicate of its present mill, to have 6300 spindles and cost about \$125,000. Contracts for the buildings and machinery have been awarded.

Oakwood—Brick Works.—R. S. Nash, F. O. Spain and W. M. McRae of Fulton county, M. W. and H. A. Puckett of Hall county and others have incorporated the Oakwood Brick & Manufacturing Co. for the manufacture of brick, ginning of cotton, etc.; capital stock \$2700, with privilege of increasing to \$25,000.

Savannah—Rubber Manufacturing.—John G. Carter, George W. Beckett, J. G. Van Marter, Jr., George N. Spring and Charles D. Kline have incorporated the Southern Rubber Manufacturing Co., with capital stock of \$100,000, to manufacture rubber, rubber goods, substitutes, etc.

Waycross—Cannery.—A. J. Griffin is interested in the \$5000 company reported recently to be formed for erecting a cannery.

KENTUCKY.

Adairville—Electric-light Plant.—The city election to consider establishing an electric-light plant resulted adversely; F. G. Simons, mayor.

Ashland—Saw-mill.—The H. Herman Lumber Co. will rebuild its saw-mill recently burned.

Catlettsburg—Flour Mill.—J. B. Leech and associates have organized a company for the establishment of a flour mill.

Lawrenceburg—Flour Mill.—The Lawrenceburg Roller Mills Co. has increased its capital stock from \$10,000 to \$25,000.

Louisville—Brewers' Supply Factory.—The Howe Manufacturing Co. has been organized, with capital stock of \$20,000, for the manufacture of brewers' and distillers' supplies.

Louisville—Plow Factory.—The Brinly-Hardy Company has been incorporated, with

capital stock of \$75,000, for the manufacture of plows, etc.

Louisville—Generator Company.—The Louisville Steam Generator Co. will increase capacity of its works.

Louisville—Bolt and Iron Works.—The Louisville Bolt & Iron Co. will increase the capacity of its plant.

Louisville—Asphalt Company.—Incorporated: The Natural Asphalt Co., capital \$250,000, by C. R. Long, W. B. Haldeman, E. D. Guffy, W. F. Ingram and J. S. Miller.

Owensboro—Coal Mines.—The Deanfield Coal Co. has incorporated, with capital stock of \$50,000.

Paducah—Street Paving.—Patterson & Porteous have received contract for paving five city blocks with brick, lately reported.

Paducah—Pottery.—J. A. Bauer, manager of the Paducah Pottery Co., is expending \$10,000 in improvements, which include the erection of a two-story brick warehouse, 163x32 feet, two new kilns and additional machinery added, which will give the plant a capacity of 100,000 gallons per month; present capacity 20,000 gallons per week.

Utica—Lime Company.—The Utica Lime Co. has been incorporated, with capital stock of \$50,000, by J. L. Wheat, W. A. Robinson and others.

Vanceburg—Electric-light Plant.—The Vanceburg Electric Light, Heat & Power Co., recently reported incorporated, will build a \$5000 plant, with capacity of 800 lights; J. W. Mathewson, secretary.*

Williamsburg—Telephone Exchange.—The Whitley Telephone Co. has been organized for construction of a telephone exchange, contract for which has been awarded.

LOUISIANA.

Hammond—Shoe Factory.—F. R. Saunders and others have organized the Home Manufacturing Co. for the establishment of the shoe factory recently reported; capital stock is \$3000.*

Leesville—Electric-light Plant, Water-works, etc.—The Leesville Water-Works Co. is making extensive improvements to its system, and has obtained franchise for erection of electric-light plant and telephone system.

Many—Saw-mill.—Bowman, Hicks & Co. of Kansas City, Mo., (recently reported as having purchased 8000 acres of timber land near Many and to build saw-mill) have incorporated the Bowman-Hicks Lumber Co., with capital stock of \$50,000; plant will be a double band saw-mill of 75,000 feet log scale per day.

New Orleans—Canal.—Matthew Marriner, William P. Ross, Alfred Le Blanc, Robert A. Warriner, Simon Steinhart and others have incorporated the Lake Borgne Canal Co. for the construction of a canal; capital stock \$350,000.

New Orleans—Paint Works.—The American Paint Works is the name of the \$50,000 company reported lately to be organized by Robert B. Parker to operate and improve the American White Lead and Color Works, which he and associates had purchased.

MARYLAND.

Baltimore—Security Company.—The Home Security Co. has been chartered, with capital stock of \$1000, by Henry Felbe and others.

Baltimore—Land Company.—Incorporated: The Altamont Land Co., by Frederick Faust, Jacob Faust, Alexander Y. Dolfeld, Louis E. Dietz and Frederick A. Dolfeld, with capital stock of \$10,000.

Baltimore—Coal Pockets.—Baltimore & Ohio Railroad Co. awarded contract to J. J. Walsh & Son for the erection of two frame coal pockets, each with capacity of 4000 tons; cost \$60,000.

Baltimore—Foundry and Machine Shops.—William Harris & Son will rebuild their foundry and machine shops, reported burned at a loss of \$10,000.

Baltimore—Musical-Instrument Factory.—George A. Boyden, Samuel H. Shriver, Herbert S. Leland, Dr. William Whitridge and others have incorporated the Smith Lyraphone Co., with capital stock of \$1,000,000, for the manufacture of lyraphones, a new piano-playing instrument.

Cockeysville—Shoe Factory.—Efforts are being made to organize a \$25,000 company for the establishment of a shoe factory. William H. Buck, Jr., may be addressed for information.

Rising Sun—Shoe Factory.—Ashley & Wat-

son of Camden, N. J., have leased the Rising Sun Manufacturing Co.'s shoe factory and arranged to move a shoe factory from Camden to Rising Sun.

Salisbury—Telegraph Lines.—N. H. Painter of Washington, D. C., has asked the county commissioners for permission to erect poles and string wires in Somerset county for a telegraph line that is to extend from New York to Norfolk.

Seneca—Flour Mill.—Mr. Crenshaw of Baltimore has purchased the milling property and warehouse of Upton, Darby & Co. at Seneca and will, with A. D. Brockett of Alexandria, John B. Diamond of Gaithersburg, H. Maurice Talbott of Rockville and others organize a \$14,000 company to operate the mill.

MISSISSIPPI.

Aberdeen—Cotton-oil Mill.—The Monroe County Oil Mill & Manufacturing Co. has been organized by J. W. Barron, D. H. McQuiston, J. T. Savage and others for the establishment of a cottonseed-oil mill.

Clarksdale—Land Improvement.—The Delta Land & Improvement Co. has been incorporated, with capital stock of \$10,000, by A. W. Robinson and others.

Griffith—Lumber Company.—Incorporated: The Greenwood & Holmes Lumber Co., with capital stock of \$20,000, by John Greenwood, W. A. J. Holmes and J. M. Phillips.

Jackson—Ice and Soap Factory.—C. L. Bradley is organizing companies for the establishment of an ice plant of about thirty tons and a soap factory.*

Port Gibson—Water-works and Electric-light Plant.—The municipality will issue \$12,000 in bonds to pay for the proposed improvements to its water-works and electric-light plant. Contract for improvements is about closed; R. B. Anderson, mayor.

Tupelo—Cotton Mill.—The Tupelo Cotton Factory, organized last January, has given contract to A. E. Hindsman of Griffin, Ga., for erection of its mill building. Equipment will be 5000 spindles and 160 looms, with power, etc., making a \$100,000 plant; J. M. Thomas, secretary.*

MISSOURI.

Emma—Creamery.—Incorporated: The Emma Creamery Co., capital \$2500, by L. A. Meyer, Claus Weinberg, Louis Dierking and others.

Kansas City—Buggy Company.—Chartered: The Kansas City Buggy Co., capital stock \$25,000, by S. L. Hedges, C. H. Davis, J. C. Davis, E. H. Jones and J. K. Griffith.

Nevada—Flour Mill.—S. Frazier contemplates establishing a 50 to 75-barrel roller flour mill.

Rich Hill—Mining.—Chartered: The Rush Coal & Mining Co., with capital stock of \$10,000, by Julius Elgert, John Charon, August Elgert and others.

St. Louis—Equipment Company.—The Western Railway Equipment Co. has been chartered, with capital stock of \$20,000, by W. J. Orthwein, C. A. Thompson, E. L. Marshall and others.

St. Louis—Mining.—Chartered: The Thanks-giving Lead & Zinc Co., with capital stock of \$50,000, by Arthur Thatcher, A. B. Cole and L. G. McNair.

St. Louis—Distillery.—Chartered: The G. Riesmeyer Distilling Co., with capital stock of \$150,000, by Gustavus Reismeyer, James W. Cammon and others.

St. Louis—Laundry.—Chartered: The Modern Laundry Co., with capital stock of \$4500, by David Gear, W. S. Matthews and Frank Gear.

NORTH CAROLINA.

Charlotte—Cotton Mill.—The Louise Mills, now operating 13,800 spindles and 520 looms, will increase to 25,000 spindles, making an addition of 11,200 spindles. Additional structure will be built to accommodate the new machinery. Cost of improvements about \$200,000.

Greensboro—Laundry.—John M. Dick has recently enlarged his steam laundry.

Lumberton—Cotton Mill.—The Lumberton Cotton Mills has been organized, with capital stock of \$100,000; R. D. Caldwell, president; A. W. McLean, vice-president.

Newberne—Woodworking Factory.—The North Carolina Manufacturing Co. has been incorporated to manufacture articles of wood, by K. E. Terry, Robert A. Terry and T. Burk; capital stock \$3000.

Raleigh—Fertilizer Factory.—The Raleigh Phosphate Fertilizer Works is increasing its capacity by doubling its chamber equipment at a cost of \$15,000; will have an annual output of 20,000 tons.

Rocky Mount—Machine.—The Atlantic Coast Line Railroad Co. will build another locomotive repair shop at South Rocky Mount, as lately reported; to be a duplicate of the present shop, being 75x240 feet; J. R. Kenly, general manager, Wilmington.

Sanford—Cotton Mill.—H. M. Holleman of Boston, Mass., representing Boston capitalists, is investigating relative to the establishment of a \$100,000 cotton mill in Sanford.

Southern Pines—Sewerage and Water-works.—H. L. Thurston will make surveys and prepare plans for a system of sewerage and water-works to cost \$30,000.

Statesville—Flour Mill.—The Statesville Milling Co. has been organized for the erection of a 200-barrel flour mill, not a 400-barrel mill, as lately reported. Address F. O. Sherrill.*

Wilmington—Gas Plant.—The Wilmington Gaslight Co. will expend \$25,000 in rehabilitating and enlarging its plant; improvements are now in progress.

Winston—Mercantile.—Chartered: The A. F. Hessick Grocery Co., with capital stock of \$75,000, by David H. Blair and others.

Winston—Lumber.—C. L. Miller, G. E. Miller and J. J. Lugh have incorporated the Miller Brothers Co. for the manufacture of lumber, etc.; capital stock \$15,000.

Winston-Salem.—The Wachovia Roller Mills Co. has been incorporated, with G. L. Dull, president; H. E. Fries, vice-president; W. H. Turner, secretary and treasurer, for the erection of a flour mill of 100 barrels capacity and from 300 to 500 bushels of corn; will operate by electric-power. It was reported last week by error that this is a cotton-mill project.

Worthville—Cotton Mill.—The Worth Manufacturing Co. is installing additional machinery, including a 250-horse-power engine, 100-horse-power boiler, 400-light dynamo, napping machine, warper, etc.

SOUTH CAROLINA.

Anderson—Fertilizer Factory.—Fred G. Brown, J. J. Fretwell, B. Frank Mauldin, W. G. Watson, J. M. Sullivan and others have incorporated the Anderson Fertilizer Co., with capital stock of \$100,000. Address Fred G. Brown, president.

Charleston—Phosphate Mines.—A commission for a charter has been issued to the New Cut Mining Co., which proposes to do a general phosphate-mining business; capital stock \$2500; corporators, R. W. Lawton and Joseph N. Alphonse.

Charleston—Paper-box Factory.—Incorporated: The Riverside Paper-Box Factory, to manufacture paper boxes, envelopes and conduct a general printing and engraving business; P. Q. O'Neill, president; Jonathan Lucas, vice-president, and John J. O'Connell, secretary and treasurer.

Darlington—Oil Mill and Ice Factory.—The Darlington Oil & Ice Manufacturing Co., reported last week, is building a 40-ton oil mill. Machinery has been purchased. Company will build a 10, 15 or 20-ton ice factory. Address C. S. McCullough.*

Davis Station—Oil Mill.—The Farmers' Cotton Oil Co. has been incorporated by S. M. Nixon, C. M. Davis and J. Victor Carrigan.

Hartsville—Cotton Mill.—The Hartsville Cotton Mill has been organized, with capital stock of \$200,000, for establishment of a 10,000-spindle (as lately reported) and 300-loom mill; C. C. Twitty of Spartanburg, president and treasury; machinery has been ordered.

Honea Path—Lumber Company.—The Honea Path Lumber Co. has been incorporated, with capital stock of \$5000, by L. M. Wilson, W. G. McGee, John Harris and G. W. Grubbs, to conduct a general lumber business.

Manning—Publishing Company.—Charter issued to the Manning Publishing Co.; Jos. Sprott, president; E. L. Wilkins, vice-president, and E. J. Brown, secretary and treasurer.

Pendleton—Oil and Fertilizer Mill.—The Pendleton Oil & Fertilizer Co. has been incorporated, with capital stock of \$20,000, by M. M. Hunter, president, and J. J. Sittin, secretary and treasurer.

Pickens—Woodworking Factory.—W. T. McFall, J. McD. Bruce, A. R. Logan, A. M. Morris and R. M. Weston have incorporated the Pickens Bending Co. to manufacture wagon rims, spokes and similar woodwork; capital stock \$3200.

TENNESSEE.

Bristol—Candy Factory.—A. M. Barden and H. F. Lewis state that their proposed candy factory, noted last week, will be operated under the firm name of Barden & Lewis; factory's daily capacity will be 4000 pounds, produced for the wholesale trade.*

Chattanooga—Glass Factory.—David Wright of Findlay, Ohio, contemplates, it is said, establishing a glass factory in Chattanooga.

Chattanooga—Acetylene Gas Burner, etc., Factory.—The Crescent Novelty Manufacturing Co., reported recently as incorporated for manufacture of acetylene gas burners and lava tips, has its plant already established and will in the fall increase capacity and install additional machinery; Amand P. Harrington, secretary and treasurer.

Crossville—Coal Mines, etc.—The Campbell Coal Co., recently organized with R. O. Campbell, president, and A. W. Schenck, general manager, purchased 4000 acres of coal lands and is developing same. J. O. Noland has contract to drill ten wells. Atlanta (Ga.) parties compose the company, and the principal office will be in that city.

Fayetteville—Flour Mill.—Harnes Bros., Gus Pitts and J. L. Caughran have incorporated the Harnes Milling Co., with capital stock of \$12,000, for the operation of a flour mill which they have purchased and will improve.

Harriman—Cotton Mill.—The Harriman Cotton Mills has been incorporated, with capital stock of \$50,000, by Andrew Crinkley, Wm. Brown Crinkley, James Crinkley and Robert B. Cassell.

Hickman—Handle Company.—Chartered: The Hickman Handle Co., with capital stock of \$25,000, by C. C. Houston, W. G. Leggett, R. A. Coffey and others.

Memphis—Light and Power Company.—The Memphis Light & Power Co. has increased its capital stock from \$300,000 to \$500,000.

Memphis—Fertilizer Factory.—The Virginia-Carolina Chemical Co., C. E. Borden of Richmond, Va., general manager, will build a \$100,000 fertilizer factory in Memphis; the plant will manufacture 40,000 tons of material a year; a storage warehouse 500 feet long, with capacity for 25,000 tons, will be erected, besides acid chamber, with capacity of 176,000 cubic feet.

Memphis—Excelsior Factory.—Charles E. Paty & Bro. of Nashville, Tenn., will establish an excelsior factory in Memphis with daily capacity of twenty tons.

Nashville—Telephone System.—The Houston County Telephone Co., capital stock \$2500, has been incorporated by J. M. Conley, J. W. Broadus, W. R. Boon, W. W. Patterson and H. N. Dunbar, all of Hamilton county, but possibly not of Nashville.

Nashville—Medicine Company.—Incorporated: The Dixie Medicine Co., with \$10,000 capital stock, by M. G. L. Roberts, Pierce Leavitt, W. J. Norris, J. E. Roberts and A. A. Johnson, all of Hamilton county, but possibly not of Nashville.

Nashville—Drug Company.—Chartered: The Demoville & West End Branch Drug Co., by James L. Demoville and others, with capital stock of \$6000.

Nashville—Shirt Factory.—The Cooper-Henderson Shirt Co. has been chartered, with capital stock of \$5000, by George R. Anthony, M. M. Henderson, J. P. Hunter, C. W. Stevenson and others.

Petersburg—Saw-mill and Hoop Factory.—S. H. Allen & Co. are remodeling their saw-mill and hoop factory.

Pulaski—Cannery.—Oscar Opsata of Lawrenceburg contemplates the organization of a stock company to establish a cannery in Pulaski.

Sparta—Flour Mill.—The Farmers' Flouring Mill & Elevator Co. has been incorporated, with capital stock of \$10,000, by S. S. Dibrell, Frank Dibrell, C. P. Hutcheson, T. K. Williams and others.

Winchester—Fruit Company.—The Southern Orchard & Fruit Co. has been incorporated, with capital stock of \$25,000, by J. M. Donaldson, F. A. Pattle, T. A. Embry and others.

TEXAS.

Alvin—Cannery.—Negotiations have been completed for the establishment of a cannery. Alvin Business League can give information.

Cameron—Mercantile.—Chartered: Bryant & Bond Company, by M. S. Bond and others; capital stock \$35,000.

Chillicothe—Grain Company.—Chartered: The Kirby Grain Co.

Corsicana—Lumber Company.—Incorporated: The McCammon & Lang Lumber Co.,

capital stock \$10,000, by J. M. McCammon, J. A. Lang and Charles H. Allyn.

Corsicana—Oil Wells.—A company has been organized, with capital stock of \$100,000, for developing 10,000 acres of oil lands; contract for the first well has been awarded to Stuen Bros. Fred Fleming is president; Aaron Ferguson, vice-president, and H. G. Damon, secretary.

Dallas—Mercantile.—Incorporated: L. Craddock & Co., capital stock \$25,000, by L. Craddock, F. M. Craddock, George W. Loomis and Clud S. Staten.

Doucette—Saw-mill.—William McCready will increase capacity of his saw-mill to 75,000 feet per day.

Egan—Gold, Silver, etc., Lands.—Messrs. Stikes, Boone and others have purchased property of Rev. Groves and will develop gold, silver, etc.

Fort Worth—Brass Works.—Chartered: The Midland Brass Works, with capital stock of \$15,000.

Harleton—Lumber Mills.—Incorporated: The R. W. Grogan Lumber Co., capital stock \$30,000, to own and operate saw-mills and manufacture building materials; incorporators, Richard W. Grogan, William B. Cobb and Geo. L. Grogan.

Hillsboro—Cotton Mill.—Company previously reported organizing with capital stock of \$100,000 will be known as the Hillsboro Cotton Mill Co. Mill building will be two stories, 78x200 feet, and contain 5000 spindles and 150 looms. It will require 750,000 feet of lumber and 750,000 brick in its construction.

Luling—Cotton Compress.—James G. Simmons, superintendent National Compress Co., and Sam Lewis of George F. McFadden & Bro., and Mr. Matthews of the Yoakum (Texas) Compress Co., have been investigating with a view of locating a compress in Luling.

Navasoto—Drainage System.—The city will construct a drainage system. Address "The Mayor."

Sherman—Grain Elevator, etc.—Incorporated: The Sherman Elevator & Warehouse Co., capital stock \$15,000, by W. R. Brents, W. O. Brackett and A. O. Brackett.

Temple—Telephone System.—Franchise has been granted to the Waco Independent Telephone Co. for construction of a telephone system.

Waco—Gin.—Chartered: The East Waco Gin Co., with capital stock of \$10,000.

VIRGINIA.

Alexandria—Chemical Works.—The Castner Electrolytic Alkali Co. has been incorporated to manufacture soda, salt, bleaching powder and other chemicals; capital stock \$2,000,000. James M. Edwards is president; John G. Agar, vice-president; John H. Ingram, treasurer, and John F. Van Name, secretary.

Basic City—Steel Plant.—A Philadelphia correspondent writes the Manufacturers' Record regarding the report mentioned last week that English and New York capitalists contemplate opening iron mines, erecting furnaces and steel plant. Negotiations are being made and plans drawn for a plant, but no further particulars can be announced at present. As soon as definite arrangements are made particulars will be published.

Big Stone Gap—Brick Works.—Rufus A. Ayers is installing a new brick plant, with capacity of 30,000 bricks.

Big Stone Gap—Extract Plant.—George Childs of Ridgeway, Pa., is erecting a bark-extract plant at Big Stone Gap.

Danville—Tobacco Factory.—The Reynolds Tobacco Co. has awarded contract to R. B. Graham for the erection of its new factory building; latter will be three stories high, 83x170 feet, and equipped with rehandling and other tobacco machinery for daily capacity of 20,000 pounds; T. N. Brock, manager.

Granite—Granite Quarry.—Lewis J. Dollie of Cincinnati, Ohio, has purchased granite quarry for \$3000 and will operate it.

Mauchester—Stone Quarry.—Albin Netherwood has purchased and will operate the Ordway stone quarry.

Orange—Gold Mining.—The Wilderness Gold Mining Co. will develop gold mines on the property of James T. Jennings.

Petersburg—Electric Plant.—The Southside Railway & Development Co. will make improvements at its electric-light works in order to utilize the available water-power.

Richmond—Tobacco Company.—The C. F. Russell Tobacco Co. has been incorporated, with C. F. Russell, president; M. F. Jones, secretary and treasurer, for the manufacture of smoking and chewing tobacco; capital stock from \$5000 to \$30,000.

Virginia Beach—Water Supply, Lighting, Land Improvement, etc.—The Virginia Beach

Development Co. has been incorporated, with authorized capital of \$500,000. Company is to build hotels and cottages, establish water and lighting plants, and conduct summer resort generally; president, A. M. Jordan of Atlantic City, N. J.; vice-president, James S. Groves of Norfolk; treasurer, C. E. Lent of Philadelphia; secretary, George E. Frick of Norfolk; directors, foregoing officers and Edward A. Byon, Philadelphia. Address Geo. E. Frick, secretary, Norfolk.

White Hall—Iron Mine.—William O. Gantz of New York city has purchased the London and Virginia iron mine, containing 400 acres, near White Hall for \$15,800.

WEST VIRGINIA.

Charleston—Mining.—Incorporated: The Northwestern Mining Co., with an authorized capital stock of \$2,500,000, by A. F. X. Anthony, Thos. Reilly, G. W. Kayler, C. J. Anthony and P. J. Anthony, all of Cleveland, Ohio.

Charleston—Manufacturing.—Incorporated: The Railroad Advertiser & Station Indicator Co., mentioned last week, capital \$5,000,000, by H. B. Smith, G. E. Price, C. T. Smith, S. L. Fluorney and H. L. Flouraey.

Fairmont—Tobacco Company.—Incorporated: The Mero Tobacco Co., with authorized capital of \$5,000,000, by Joseph H. McDermott of Morgantown, William S. Stevenson, Samuel R. Hite and Joseph H. Metzger of Fairmont and F. C. Thiele of Houston, Texas. Address first incorporator.

Morgantown—Telephone System.—Charter issued to the Farmers' Telephone Co., constructing a telephone line from Morgantown to Point Marion, and to connect with short lines around Morgantown. The incorporators are E. J. Moore of Van Voorhees, Aaron J. Garlow of Rosedale, Pa.; Morton Van Voorhees of Van Voorhees, Isaac Van Voorhees of Rosedale, Pa.; N. J. Mapel of Rosedale, Pa., and L. N. John of Morgantown. Address last named.

Plymouth—Electric Haulage Plant.—The Carver Coal Co. will build a large electric plant for hauling coal.

Wheeling—Mercantile.—Chartered: P. Welty & Co., for dealing in liquors of all kinds; authorized capital \$1,000,000; incorporators, C. W. Welty and others.

BURNED.

Baltimore, Md.—Griffin & Boyd's fertilizer factory and warehouse and the Elliott Machine Co.'s plant; estimated loss \$200,000.

Baltimore, Md.—Foundry and machine shop of Liberty Brass Works, William Harris & Son, proprietors; loss \$10,000.

Danville, Va.—Gilliam Tobacco Co.'s tobacco and fertilizer factory; loss \$7000.

Greenville, S. C.—Chemical works of Greenville Fertilizer Factory; loss \$40,000.

Parkersburg, W. Va.—H. S. Wilson & Sons' shock factory; loss \$1500.

Statesboro, Ga.—B. L. Robertson's turpentine still; estimated loss \$1000.

Suffolk, Va.—Suffolk Saw-Mill Co.'s dry-kilns, etc.; estimated loss \$150,000.

BUILDING NOTES.

Anniston, Ala.—Cotton-mill Building.—J. H. Duke & Co. have contract for erection of buildings for the Anniston Yarn Mills; main building will be 78x264 feet; engine and boiler-room, 36x74 feet.

Baltimore, Md.—Apartment-house.—Edgar M. Noel has contract at \$200,000 for erection of proposed Calvert Apartment-House.

Baltimore, Md.—Stables.—The erection of an apartment stable of thirty-four apartments to cost \$40,000 is projected at Roland Park. Address the Roland Park Company.

Baltimore, Md.—Armory.—Wyatt & Nolting have been appointed architects to prepare plans and specifications for the Fifth Maryland Regiment's new armory; \$175,000 is available for the building. J. M. Carrere of New York city is consulting architect.

Barnwell, S. C.—School Building.—The Barnwell Graded School District will erect a \$3500 building. Plans can be seen at office of Wm. McNab, secretary. Contractors desiring to bid may communicate with the secretary.

Bennettsville, S. C.—Residence.—Frank P. Milburn of Charlotte, N. C., is preparing plans for residence at Bennettsville for J. M. Jackson.

Big Stone Gap, Va.—School.—Frank P. Milburn of Charlotte, N. C., will prepare plans for \$12,000 school building for Big Stone Gap.

Birmingham, Ala.—Bank Building.—Chas. Wheelock will prepare plans for a stone

and brick bank building, 40x100 feet, for the Birmingham Trust & Savings Co.

Blue Ridge, Ga.—Courthouse.—Thomas J. Wilson, ordinary, will receive sealed proposals until August 21 for erection of a county courthouse for Fannin county. Plans and specifications may be seen at ordinary's office, or at office of J. W. Golucke & Co., architects, 412 Temple Court, Atlanta, Ga. Building will be two stories, of brick and marble, 62x32 feet, with slate roof. Certified check for \$1000 is required with each bid; usual rights reserved.

Bryan, Texas—Depot.—I. H. Newton has contract for erection of the proposed \$10,000 depot.

Charlotte, N. C.—Residence.—Frank P. Milburn is preparing plans for residence for Mrs. Pettis.

Charlotte, N. C.—Church.—Hayden, Wheeler & Schwend are preparing plans for Grace A. M. E. Z. Church to cost \$6000; also preparing plans for Presbyterian College.

Charlotte, N. C.—Bank and Office Building. R. A. Ayers & Co. will build bank and office building to cost \$15,000 after plans by Frank P. Milburn.

Chesapeake Beach, Md.—Club.—The Washington (D. C.) Schuetzen Club, Leon Pohlman, president, will build a clubhouse at Chesapeake Beach.

Clemson College, S. C.—Textile Building.—Bids will be received until July 15 for the extension of textile building of Clemson College and for a new laboratory. Bids for either or both buildings will be considered. Plans and specifications can be seen at secretary's office. Bond for \$1500 is required; usual rights reserved. For further information D. K. Norris, chairman executive committee, Catechee, S. C., can be addressed.

Columbia, S. C.—Statehouse.—Bids will be opened August 1 for the completion of the statehouse after plans and specifications by Frank P. Milburn of Charlotte, N. C., and Columbia, S. C. Plans can be seen at both city offices. (See advertisement in Manufacturers' Record, July 5.)

Crossville, Tenn.—Cottages.—Campbell Coal Co., R. O. Campbell, Atlanta, Ga., president, is arranging to build 50 to 100 miners' cottages.

Danville, Va.—Factory Building.—R. B. Graham has contract to erect a three-story-and-basement 83x170-foot building for Reynolds Tobacco Co.

Davidson College, N. C.—Residence.—Hayden, Wheeler & Schwend, Charlotte, are preparing plans for residence for Professor Harrison; cost \$2500.

Dothan, Ala.—Hotel.—Williams & Porter have awarded contract to W. G. Robinson for the erection of a hotel; Lockwood & Smith of Montgomery prepared the plans.

Dothan, Ala.—Store Building.—R. M. Davis of Montgomery will erect a store building, 140x40 feet, in Dothan.

Fayette, Miss.—Fayette Oil Works will receive bids until July 10 for erection of buildings for oil mill. Plans and specifications on file with the secretary; usual privileges reserved.

Little Rock, Ark.—Warehouses.—Contract has been awarded to Chas. B. Slagle at \$18,000 for rebuilding warehouse of the Pones Bros. Hardware Co.; plans were drawn by Mann & Gibb and call for a three-story pressed-brick building, 115x125 feet. C. J. Lincoln & Co. will award contract for rebuilding their warehouse; it will be three stories, 25x290 feet, and cost \$15,000. Chas. K. Lincoln will build two one-story brick store buildings, 25x75 feet each, to cost \$2000. Mann & Gibb have completed plans for a two-story brick building, 85x140 feet, to cost \$15,000, for A. B. Poe and the Quinn Bros. Dry Goods Co.

Louisville, Ky.—College.—C. A. Curtin has made plans for addition to St. Xavier's College.

Macon, Ga.—Building.—P. E. Dennis has prepared plans for the proposed annex to the Wesleyan Female College, and will receive estimates on the material for construction of the building.

Marion, Ala.—Masonic Hall.—Hook & Sawyer of Charlotte are preparing plans for Masonic Hall at Marion to cost \$15,000.

Monroe, La.—Cotton-mill Building.—P. J. Duffy has contract for erection of the Ouachita Cotton Mill building, lately noted; contract price \$24,994.

Nashville, Tenn.—Freight Depot.—The Angus-Gindie Company of Chicago has contract for erection of the freight depot at Nashville for the Nashville terminals.

Norfolk, Va.—Hotel.—Thomas E. Stag of Richmond, Va., has contract for the carpenter work and Richardson & Son of Hampton, Va., contract for brick work for the pro-

posed \$50,000 theater at Norfolk for Leath & Wells of Richmond.

Paris, Texas—School.—The city has voted \$30,000 in bonds for the erection of a schoolhouse. W. S. Moore, chairman school board, can be addressed.

Plymouth, W. Va.—Cottages.—The Carver Coal Co. is building thirty four-room cottages.

Port Deposit, Md.—Institute.—Trustees of Jacob Tome Institute have contracted with J. A. Burger & Son of Lancaster, Pa., for the erection of the additional building previously reported; it will contain all modern improvements, including electricity, etc.

Raleigh, N. C.—Warehouse.—The North Carolina Cotton Oil Co. will build a warehouse.

Red Springs, N. C.—College.—Hook & Sawyer of Charlotte, N. C., are preparing plans for a new brick building, 300x60 feet, to cost \$25,000, for the Red Springs Seminary.

Red Springs, N. C.—Dormitory.—Frank P. Milburn of Charlotte is preparing plans for dormitory for blind school at Red Springs to cost \$10,000.

Refugio, Texas—Church.—The Catholic congregation is building a \$10,000 church. Address "The Pastor."

Salisbury, Md.—Hospital.—The plans of Jackson C. Gott of Baltimore have been accepted for the new buildings of the Peninsula General Hospital at Salisbury; the new hospital will consist of three buildings, the main one four stories, of brick, 40x36 feet, and two wings, three stories, 40x22 feet.

Salisbury, N. C.—Residence.—Hook & Sawyer of Charlotte are preparing plans for residences for E. C. Gregory and B. F. J. Merdoch.

Statesville, N. C.—Buildings.—N. B. Mills will build a two-story pressed-brick and stone office building. Capt. J. M. Patterson will erect a two-story brick office building.

Washington, D. C.—Buildings.—F. H. Jackson has prepared plans for enlarging the Fleming Building. Architects Heaton and Waddy B. Wood have prepared plans for a library building to be built at Chevy Chase. William M. Clayton will build two frame dwellings to cost \$4000. J. T. Moxley will build four brick dwellings to cost \$8000; Rowland C. Booththree, brick dwelling to cost \$7500; Fritz Reuter, repairs to cost \$60,000; O. Andrews, two brick dwellings to cost \$5000.

RAILROAD CONSTRUCTION.

Railways.

Alpine, Ky.—The Cincinnati, New Orleans & Texas Pacific Railway Co. has decided to change one of its tunnels near Alpine to an open cut, and is about to let contracts for the work. The tunnel is about 3000 feet in length. G. B. Nicholson at Cincinnati, Ohio, is chief engineer.

Blackford, Ky.—R. S. Vivian, one of the promoters of the Kentucky Western Railroad, writes the Manufacturers' Record that about thirteen miles of track have been laid and contracts made for the necessary rail for the balance of this road. It is being built between Blackford and Clay. Mr. Vivian's address is Portland Block, Chicago, Ill.

Dahlonega, Ga.—The plan to build a railroad from Dahlonega to Gainesville or Atlanta has been revived. Among those interested is J. W. Adams, president of the Dahlonega Gold Mining Co.

Eagle Lake, Texas.—At the annual election of the Cane Belt Railroad William Duvonant was elected president, and W. D. Eldridge, vice-president. Work is rapidly progressing on the extension of this line between Wharton and Bay City, and final surveys are now being completed.

Elkton, Md.—Messrs. Deegan & Co. of Philadelphia, it is reported, have taken an interest in the proposed Cherry Hill, Elkton & Chesapeake City Railway, and it is understood may take all of the stock to be issued—\$60,000. Among the principal promoters is Henry H. Brady of Chesapeake City.

El Paso, Texas.—Surveys for the proposed extension of the Pecos Valley Railroad from Roswell, N. M., the proposed terminus, to El Paso have been completed. The distance is 192 miles. J. J. Hagerman, at Roswell, is president of the company.

Fairmont, W. Va.—John T. McGraw and Charles R. Durbin of Grafton, W. Va., are interested in the Simpson, Pruntytown & Fairmont Railroad Co., recently chartered to build a line between the towns mentioned, a distance of twenty miles. The company is capitalized at \$1,000,000.

Galveston, Texas.—It is stated that the

Galveston & Western Railway Co. has decided to make an extension to its line, also to carry out several improvements, and has arranged to sell bonds for the purpose.

Hammond, La.—W. R. Watson, one of the promoters of the Baton Rouge, Hammond & Gulfport Railroad, writes the Manufacturers' Record that surveys are to be made from Hammond towards Gulfport at once, and that the survey between Hammond and Baton Rouge had been completed.

Harrisonburg, Va.—Surveys are in progress for the proposed extension of the Chesapeake & Western Railroad from its present terminus, Elkton, Va., to the State line between Virginia and West Virginia. De Witt Smith, 50 Broadway, New York, is one of the syndicate which now controls the line.

Hendersonville, N. C.—The Transylvania Railroad Co. is completing the extension of its line to Toxaway, N. C., from Brevard, the northern terminus. The extension will be about ten miles in length. J. F. Hays, at Brevard, is general manager.

Horatio, Ark.—The latest report relative to the Little River Valley Railroad is to the effect that seven miles of track on the extension now under construction have been laid and about sixteen miles are being graded. Among the principal promoters of the line is F. M. Butt, at Horatio.

Kansas City, Mo.—The Kansas City, Liberty & Excelsior Railway Co. has been organized to build a line between the towns named, a distance of thirty miles. The company is capitalized at \$1,000,000. Among those interested are Riley E. Bevins and Charles H. Scott.

Knoxville, Tenn.—It is reported that the question of building a railroad between Harriman and Knoxville, a distance of thirty miles, has been revived and that the Tennessee Central Railroad Co. is interested. Jere Baxter, at Nashville, is president of the Tennessee Central.

Little Rock, Ark.—Construction has begun upon a railroad two miles long which will be a feeder of the Little Rock & Hot Springs Western Railroad. It will extend from Bauxite, Ark., to deposits of this mineral in the vicinity. S. W. Fordyce is president of the Little Rock & Hot Springs Western Company.

Little Rock, Ark.—President S. W. Fordyce of the Little Rock & Hot Springs Western Railroad states that the extension to Paris, Texas, from the present terminals has not been definitely decided, but that it will probably be built.

Live Oak, Fla.—Surveys have been completed for the Suwannee & San Pedro Railroad for a distance of twenty-nine miles, and six miles have been graded. This line is being built in the interest of the Drew Lumber Co., of which George L. Drew is president. The total length will be sixty miles.

Lumberton, N. C.—The Carolina Northern Railroad is nearly completed between Lumberton and Barnesville. A further extension is proposed from Barnesville to Marion, S. C., a distance of twenty-eight miles. This road is being built by the Seaboard Company, of which Augustus Meller, Bourse Building, Philadelphia, Pa., is one of the principals.

McKinney, Texas.—It is reported that the Missouri, Kansas & Texas Railway Co. has become interested in the proposed railroad from McKinney to Bridgeport, in Wise county, a distance of sixty-five miles, and that surveys may be made in the near future. J. W. Petheram at Dallas, Texas, is chief engineer.

Middlesboro, Ky.—It is reported that the Louisville & Nashville Company has decided to regrade the section of its line between Middlesboro and Stanford, and to make a number of other improvements. R. Montfort at Louisville is chief engineer of the company.

Mobile, Ala.—It is reported that the Mobile, Jackson & Kansas City Railroad Co. has made arrangements to complete the extension between Merrill, the present terminus of the line, and Jackson during the present year. A contract was recently let for five miles of the extension, which will be 125 miles in length. F. B. Merrill, at Mobile, is general manager of the company.

Montbrook, Fla.—It is reported that the McNair & Wade Land Co. has been organized at Montbrook, with \$200,000 capital stock, with the power to build and operate railroad lines in that section of the State. N. G. Wade is president of the company.

Morehead, Ky.—The plan to build a railroad between Morehead and West Liberty has resulted in the formation of the Morehead & West Liberty Railroad Co., with \$300,000 capital stock. Alexander Harding of Philadelphia is president, and W. A. Young of

Morehead, vice-president. The estimated distance is twenty miles.

Poplar Bluff, Mo.—The business men of Poplar Bluff are negotiating with the Southern Missouri & Arkansas Railway Co. for the extension of its line to Poplar Bluff. A bonus has been raised to insure the extension. P. F. Blomeyer at Cape Girardeau, Mo., is one of the representatives of the company.

Richmond, Va.—It is understood that the Seaboard Air Line Railway Co. has decided to construct the necessary track for a freight-yard near Richmond, and has purchased twenty acres of land for this purpose. E. St. John at Portsmouth, Va., is vice-president and general manager.

Selma, Ala.—It is reported that surveys are about to be made for the proposed extension of the Birmingham, Selma & New Orleans Railroad from Martin's Station, the present terminus, to Linden, Ala., a distance of about forty miles. A. W. Jones of Selma is president of the company.

St. Charles, Mo.—The Wellston, Creve Coeur & St. Charles Railroad Co. has secured a franchise to build an electric line in St. Louis county which will connect with several roads now in operation.

Water Valley, Miss.—A correspondent of the Manufacturers' Record writes that the proposed railroad between Water Valley and Helena, Ark., will be about eighty miles long. A meeting of the promoters of the line will be held about August 1 in Water Valley, and a company may be formed at that time to take up the enterprise. Among those interested are G. D. Able and W. C. Bryant of Water Valley.

West Point, Miss.—It is reported that the Mobile & Ohio Railroad Co. has determined to build a number of additional sidings at West Point. E. L. Russell, at Mobile, is president of the company.

Street Railways.

Beaumont, Texas.—D. B. Hurd is reported as interested in the plan to build an electric street railway in the city and suburbs.

Beaumont, Texas.—W. S. Davidson and others are agitating the question of constructing a street railroad by a local company.

Chattanooga, Tenn.—The Northside Consolidated Street Railway Co. has applied for a franchise to secure control of several electric lines in the suburbs, as well as to make several extensions. It is understood that the Chattanooga Rapid Transit Co. is back of the proposed plan. S. W. Divine is president of the Rapid Transit Company.

St. Louis, Mo.—A bill has been introduced in the city council authorizing the St. Louis & Illinois Electric Railway Co. to build lines on several streets in the city. Among those interested in the company are Theodore Meyer and A. H. Smith of St. Louis.

Washington, D. C.—The question of extending the Metropolitan Street Railway system along Eighteenth and other streets is being agitated.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Agricultural Machinery.—B. H. Dickson, Greenwood, Fla., wants to buy a hay press.

Agricultural Machinery.—E. W. King, Boyce's Wharf, Charleston, S. C., wants addresses of manufacturers of steam and horse-power hay presses.

Asbestos Paper.—George Kelly, 1916 Seventh avenue, Columbus, Ga., wants addresses of manufacturers of asbestos paper or any kind of thin paper that is fireproof.

Automobiles.—Wood, Dickerson & Co., Birmingham, Ala., contemplate using automobiles for delivering lumber, and ask manufacturers of successful automobiles to send them full particulars, cost, weights, capacity, etc.

Boiler.—Vanceburg Electric Light, Heat & Power Co., J. W. Mathewson, secretary,

Vanceburg, Ky., will be in the market for a boiler.

Boiler and Engine.—See "Steam-power."

Boiler and Engine.—B. H. Dickson, Greenwood, Fla., wants to buy a 20 or 25-horse-power boiler and 15 or 20-horse-power engine.

Bridge.—On July 24 at 12 o'clock, noon, will be let to the lowest bidder contract to build a bridge at the Hargood Place, on South Saluda river. Plans and specifications can be seen at time and place of letting; E. F. Looper, supervisor Pickens county; J. E. Speegle, supervisor Greenville county, Greenville, S. C.

Bridge.—Sealed proposals will be received by commissioners of Allegheny county until July 3 for building of a two-span brick-arch bridge. Contractors will bid according to the following: All work above the bottom of skewback coping, inclusive of all excavation and back fill. Pier, abutments and wing walls per foot of depth below the bottom of skewback coping, inclusive of all cofferdamming, excavation and back fill. Plans and specifications on file at office of county engineer, No. 2 Harrison Building; D. P. LeFevre, county engineer, Cumberland, Md.

Building Materials.—A. E. Hindsman, Griffin, Ga. (Tupelo, Miss., after July 10), will be in the market for materials and supplies requisite in erecting a cotton-mill building.

Candy-factory Machinery and Supplies.—Barden & Lewis, Bristol, Tenn., want samples and prices on candy-factory supplies, such as oils, colors, chocolates, coconut, peanuts, boxes, cartoons, pallets, wax paper, machinery, etc.

Carbonic-acid Machinery.—Wm. Hurd Hillier, 23½ West Alabama street, Atlanta, Ga., desires information concerning machinery for the manufacture of carbonic acid.

Compresses.—See "Agricultural Machinery."

Compressing Machinery.—See "Agricultural Machinery."

Cotton-mill Machinery.—Hampton (Ga.) Cotton Mill is in the market for boiler heater, sprinkler system, heating plant, tanks, shafting, pulleys, fire and steam pumps; mill machinery is ordered; W. M. Harris, secretary.

Creosoting Plants.—People's Home Telephone Co., Birmingham, Ala., wants addresses of creosoting plants equipped to furnish creosoted poles.

Dam.—McDonald Bros., West End, N. C., want bids on the construction of a stone and cement dam about 1500 cubic yards; sand, cement and rock will be furnished on the site.

Electric-light Plant.—T. C. Bradley, mayor, Bonham, Texas, wants information regarding establishment of a \$15,000 electric-light plant.

Engine.—See "Woodworking Machinery."

Engine.—Statesville (N. C.) Milling Co. wants 14x36 Corliss engine. Address F. O. Sherrill.

Engines.—A. C. Gibson, Dayton, Tenn., wants the addresses of manufacturers of hot-air engines and pumps.

Fire Apparatus.—See "Cotton-mill Machinery."

Fire Apparatus.—The city of Lexington, Ky., H. T. Duncan, mayor, will receive sealed bids until July 25 for one aerial truck forty-five to seventy-five feet, one combination chemical and hose wagon and 2000 feet cotton hose, all f. o. b. Lexington; separate bids; certified check for 5 per cent. to accompany each bid; usual rights reserved.

Fireproof Paper.—See "Asbestos Paper."

Heating Apparatus.—See "Cotton-mill Machinery."

Ice Factory.—C. L. Bradley, Jackson, Miss., wants to correspond with ice-machinery manufacturers relative to buying 20-ton plant.

Ice Machinery.—Darlington (S. C.) Oil & Ice Manufacturing Co. wants estimates on a 10, 15 and 20-ton ice plant. Address C. S. McCullough.

Ironworking Machinery.—See "Plow Machinery."

Jetty Work.—U. S. Engineer Office, Galveston, Texas, will receive sealed bids in triplicate until July 30 for improving Aransas Pass, Texas, by completing portions of jetty. For information apply to C. S. Riche, captain, engineers.

Lumber.—See "Telephone Supplies."

Malleable-Iron Manufacturers.—The American Hand Attachment Co., Southern Pines, N. C., wants to correspond with malleable-iron manufacturers.

Moss Machinery.—L. Y. Gibbs' Son & Co.,

Savannah, Ga., wants full information regarding the preparation of Spanish moss by machinery; cost of equipment, where the moss can be obtained and other particulars.

Pipe.—Johnson Bros., Pineville, Ky., want 2500 feet six-inch second-hand cast-iron water pipe.

Plow Machinery.—See "Woodworking Machinery."

Pumping Machinery.—See "Steam-power."

Pumps.—See "Engines."

Railway Equipment.—Peacock's Iron Works, Selma, Ala., is in the market for a 12 to 18-ton locomotive, standard gauge, for logging road, to run on a 25 to 30-pound steel rail; new or second-hand.

Railway Equipment.—Look & Lincoln, Marion, Va., want small locomotive, four to six-ton, for logging purposes on wood rails, either new or second-hand; want quotations lowest spot cash delivered.

Railway Equipment.—Virginia-Carolina Railway Co., W. E. Mingea, general manager, Abingdon, Va., is in the market for a set of turntable irons for a wooden-frame turntable, the track, casting, bolts, nuts and rods.

Saw Manufacturers.—C. C. Hervey, 195 Main street, Memphis, Tenn., wants catalogues and discount sheets from makers of saws of all kinds.

Saw-mill.—See "Woodworking Machinery."

Sewers.—Sealed proposals will be received until July 10 by board of aldermen, Alexandria, La., for furnishing materials (except sewer and drain pipe and cement) and the construction of about nine miles of sanitary sewers and subdrainage. Usual rights reserved. Address proposals to F. M. Welch, mayor, and mark "Proposals for Constructing Sewers." For copies of specifications address the mayor or Ira W. Sylvester.

Sewing Machines.—Bryson & Wilson, Webster, N. C., want four or five machines for sewing harness leather; second-hand preferred.

Shingle Mill.—C. E. Murray, Greenville, Va., wants a second-hand shingle mill of 6000 to 10,000 per day.

Shoe Machinery.—F. R. Saunders, Hammond, La., will purchase machinery for shoe factory.

Soap Machinery.—C. L. Bradley, Jackson, Miss., wants to correspond with manufacturers of soap machinery.

Steam-power.—Augustus L. Nelson, Beaumont, Texas, will require steam and pumping apparatus for natatorium about to be erected.

Steam Specialties.—See "Cotton-mill Machinery."

Steel Projectile.—Gen. A. R. Buffington, chief of ordnance, War Department, Washington, D. C., will receive sealed proposals in duplicate until July 23 for furnishing the following steel projectiles, more or less: six-inch A. P. shot, capped, 400; six-inch A. P. shell, 1000; 10-inch A. P. shell, 1000; 12-inch D. P. shell (1000 pounds weight), 1000; 12-inch torpedo shell (1000 pounds weight), 600. Bids will be received for all or part of foregoing. Information furnished upon application.

Telephone Supplies.—People's Home Telephone Co., Birmingham, Ala., wants for immediate delivery 4000 cedar poles, standard specifications thirty-five to sixty-five feet long; quote price delivered.

Woodworking Machinery.—See "Shingle Mill."

Woodworking Machinery.—George Lewis, Marsalis, La., is in the market for a six-horse-power engine and a pony saw-mill.

Woodworking Machinery.—J. A. Spain, Dublin, Ga., will want to buy machinery for the manufacture of axe handles, etc., and may also want to purchase machinery for the manufacture of plows.

Woodworking Machinery.—O. F. Rogers, 178 South Francisco street, Chicago, Ill., wants 24-inch planer and matcher, 14-inch flooring machine, double surfacer, band saw, jointer, pony planer and swing saw, either new or second-hand.

TRADE LITERATURE.

Foundry Equipment.—Modern foundries and kindred industrial plants require for the utmost efficiency in operation a varied line of machinery, tools and appliances. Chief among such equipment is the crane and air hoist. Crane requirements have a great range, and vary with the nature of the service. It is therefore seen that the builder of cranes should be a competent engineer, capable in every way of advising purchasers as to the best crane for any specified ser-

vice. The Whiting Foundry Equipment Co. is such a crane builder as noted, and during ten years it has experimented and produced a number of important improvements in this line of mechanical appliances. Estimates are furnished and machines built to order when required. For latest crane and air hoist catalogue write the company at Harvey, Ill.

Injectors and Ejectors.—The Hayden & Derby Manufacturing Co., 85 Liberty street, New York, has issued a new price-list and catalogue, forty-four pages, 6x9 inches, dealing with the various types of "Metropolitan Injectors" and "H. D. Ejectors," of which it is the sole manufacturer. The catalogue is finely illustrated, and has for a frontispiece an excellent view of the company's plant at Bridgeport, Conn., one of the most complete and modern establishments of its kind in the world. In addition to a detail description of the "Metropolitan Automatic Injector," "Metropolitan 1898 Injector" and "Metropolitan Double-Tube Injector," the book contains much interesting information on the subject of injectors generally, with suggestions as to the proper type and size injectors for the most satisfactory and economical results. Special attention is directed to what injectors of the company's manufacture will accomplish under various conditions, and the different forms of H. D. ejectors are fully illustrated and described. Copies of the catalogue may be obtained upon application to the Hayden & Derby Manufacturing Co., and should prove of value to engineers and steam users for ready reference.

Superheated Water as a Stored Power.—The most intelligent researches, theoretically and practically, are being made at the present time to attain ideal results in that economical production and distribution of power which engineers and railway operators desire. An apparatus that can be controlled on individual vehicles with a minimum of simple apparatus in generation and distribution, with a minimum of waste power, is doubtless to be the perfect method. The economy of steam-power has been demonstrated frequently by engineers, and recently there has been organized a company that intends to introduce a system that provides mechanical devices by which steam force will be utilized at the point of its generation, without danger of explosion, to be applied to individual vehicles as above mentioned. The system is the invention of William E. Prall, who has been engaged in perfecting it for some years. The patents provide for the fundamental basis of converting hot water into work and its application through special mechanical devices. The Storage Power Co. of 30 Broad street, New York, is to introduce this system, and its illustrative and descriptive book should be read by all railroad and street-railway managers and engineers generally.

Economical Hoisting and Conveying.—There has been issued for free distribution a book which will be studied with interest by every engineer and contractor having to do with the hoisting and conveying of materials of all kinds in the most economical and expeditious manner. The book has about 200 pages, profusely illustrated with half-tones and pen sketches of cableways as employed in the construction of dry-docks, dams, piers, walls, fortifications, etc., also for open-pit mining, quarrying, logging, discharging vessels and transferring cargo between ships at sea. The "Lidgerwood Cableway" is the system treated of, and a view of a battery of these cableways as used on the Chicago drainage canal forms the frontispiece to the book, and is followed by an example of the use of the traveling cableway in constructing the dry-dock of the Newport News Shipbuilding & Dry-Dock Co. Considerable space is given to the Lidgerwood cableway on United States government fortifications, notably at Gerish Island, Maine, where the cableway is used as a high-speed, long-reach traveling crane. On some of this work a new type of radial traveling cableway was employed, wherein the head-tower is arranged to travel about the other, thus covering a wide area for excavating and delivering concrete and other material directly to any part of the work. A chapter is devoted to "The Lidgerwood Cableway on the High Seas," which presents various views and a complete description of the Miller conveyor for coaling vessels at sea, recently tested and accepted by the United States Navy Department. Views are also shown of the traveling-dock cableway, with overhanging boom for discharging coal from vessels as well as for re-loading barges and boats. The subject of canal and dam building is considered at some length, and several important plants

are shown and described, notably a curved masonry dam in the South African gold fields, new Croton dam, New York, the Austin dam, Texas, etc. The Lidgerwood apparatus was employed in finishing and cleaning out the great drainage canal near Mexico City, using the Hayward self-filling bucket, which is especially well adapted for this work. Placer mining by means of the cableway, with self-filling drag bucket, is described very thoroughly and attractively by the plant furnished to a Montana mining company, which employs a Lidgerwood cableway of the radial type. The patented drag bucket is of novel construction, and is claimed to be absolutely the highest development in its line. Chapters of the book are devoted to the cableway for digging sand and gravel, for building bridges and piers, for handling pipe, quarrying, open-pit mining, coal stripping, etc., showing several important plants. The Lidgerwood transfer for discharging vessels and for use in coaling sheds, gas-houses and large manufacturing plants is shown with special attention to the Miller-Covell double-swing fall-ropes carrier. Lidgerwood Manufacturing Co., 96 Liberty street, New York, can be addressed for copy of book.

Pennsylvania Chautauqua—Reduced Rates to Mt. Gretna via Pennsylvania Railroad.

For the Pennsylvania Chautauqua, to be held at Mt. Gretna, Pa., July 2 to August 8, 1900, the Pennsylvania Railroad Co. will sell special excursion tickets to Mt. Gretna from Baltimore, Frederick, Md., and intermediate points, including all stations on its line in the State of Pennsylvania.

Tickets will be sold June 25 to August 8, inclusive, and will be good to return until August 13, inclusive.

Fine Ocean Resorts on New England Coast.

In no section of the country can so wide a variety of shore resorts be found as on the North Atlantic coast. For the fashionable set, Bar Harbor and vicinity has long been a favorite resort, but York, Marblehead, Manchester, Rye, The Hamptons, Kennebunk, Old Orchard, Scarborough and a hundred others are watering places to which multitudes flock early in the season, and the satisfactory results of the summer's sojourn are evidenced by the brown faces, bright eyes and jovial spirits which one encounters at the end of the season.

Have you thought of a vacation trip yet? If not, you should have the "All Along Shore" book published by the Boston & Maine Railroad, and by addressing the general passenger department, Boston, Mass., enclosing a two-cent stamp, the book will be sent you. It will materially aid you in selecting your outing place.

Niagara Falls Excursions—Low-Rate Vacation Trips via Pennsylvania Railroad.

The Pennsylvania Railroad Co. has selected the following dates for its popular ten-day excursions to Niagara Falls from Baltimore: July 26, August 9 and 23, September 6 and 20, and October 4 and 18. On these dates the special train will leave Baltimore 9.05 A. M.

Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days, will be sold at \$10 from Baltimore, and at proportionate rates from other points. A stop-over will be allowed at Buffalo, Rochester, Canandaigua and Watkins within the limit returning on the excursions of July 26, August 9, September 6, October 4 and 18.

For the excursions of August 23 and September 20 stop-over will be allowed at Buffalo on return trip within limit of ticket.

The special trains of Pullman parlor cars and day coaches will be run with each excursion running through to Niagara Falls. An extra charge will be made for parlor-car seats.

An experienced tourist agent and chaperon will accompany each excursion.

For descriptive pamphlet, time of connecting trains and further information apply to nearest ticket agent, B. Courlaender, Jr., passenger agent, Baltimore district, Baltimore, Md., or address Geo. W. Boyd, assistant general passenger agent, Broad Street Station, Philadelphia.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Corporations.

Arrangements are being made to open a bank at Hampstead, Md., with \$10,000 capital, by James J. Hunt and others of Westminster.

J. R. Smith is president; T. B. Johnson, vice-president, and John P. Cooper, cashier, of the Citizens' National Bank, organized at McGregor, Texas.

A dispatch from Paris, Ky., is to the effect that W. H. Renick is interested in a bank which will soon be organized in that city with \$25,000 capital stock.

Amos Payne and C. W. Lynch of Parkersburg, W. Va., are interested in the People's Banking & Trust Co., organized at Clarksburg with \$100,000 capital stock.

The People's Bank is the name of the bank recently organized at Laurel, Miss., by J. W. Parker and others. It is expected to begin business about August 1.

James T. Owens of La Plata, Md., has been elected president of the First National Bank of Southern Maryland, which succeeds the State bank of the same name at Upper Marlboro.

The Citizens' Bank, which has recently been organized at Roncerverte, W. Va., is capitalized at \$25,000. Among the stockholders are C. H. Thompson and J. M. Price of Roncerverte and C. M. Knox of Richmond.

The First National Bank, recently organized at Port Arthur, Texas, has begun business with \$50,000 capital stock. George W. Craig has been elected president; H. H. Beels, vice-president, and Frank Cummins, treasurer and cashier.

New Securities.

Local investors have purchased the issue of \$6000 worth of 5 per cent. bonds of Philippi, W. Va., paying 108.33.

The First National Bank of Columbus, Ga., has purchased \$10,000 in 5 per cent. bonds of Jackson county, Alabama.

Duke M. Farson of Chicago has purchased the issue of \$73,000 in 5 per cent. bonds of Alexandria, La., at 101.25.

The issue of \$75,000 in 5 per cent. bonds of Opelika, Ala., remains unsold. The town clerk will give further particulars.

The Wilmington Gaslight Co. of Wilmington, N. C., has given a mortgage for \$125,000 to secure a bond issue to this amount.

Messrs. Feder, Holzman & Co. of Cincinnati have purchased the issue of \$300,000 in bonds of San Antonio, Texas, paying 101.35.

The school district of Big Stone Gap, Va., has sold an issue of \$10,000 in 5 per cent. bonds to the Trowbridge & Niver Co. of Chicago, Ill.

W. P. Cayle may be addressed relative to the issue of \$6000 in 4 per cent. bonds of the school district of Iowa Park, Texas, which are now offered for sale.

Messrs. F. M. Stafford & Co. of Chicago have purchased the issue of \$80,000 in bonds of Newberne, N. C., paying \$5000 premium for 5 per cent. securities.

Messrs. Townsend Scott & Son of Baltimore have purchased the issue of \$48,000 of 4 per cent. bonds of Annapolis, Md., paying a premium of \$31 per thousand.

The city of Paris, Texas, will vote on the question of issuing \$30,000 in bonds for improvements in the near future. W. S. Moore may be addressed for further particulars.

The Galveston & Western Railway Co.

has decided to issue \$500,000 in bonds to be secured by a first mortgage on the property. The proceeds of this issue will be used in making improvements.

No bid has been accepted for the issue of \$160,000 in 4 per cent. bonds of Marion county, Texas, and the issue is still on the market. The county court may be addressed at Jefferson, Texas.

Dividends and Interest.

The following dividend payments are announced by Southern corporations:

Baltimore.—Progressive Building and Loan Association, 3 per cent. semi-annual; Merchants' National Bank, 5 per cent. semi-annual; Western National Bank, 4 per cent. semi-annual; Canton National Bank, 2 per cent. semi-annual; Citizens' National Bank, 5 per cent. semi-annual; German-American Bank, 2½ per cent. semi-annual; German Bank, 2½ per cent. semi-annual; National Bank of Baltimore, 3½ per cent. semi-annual; People's Bank, 2 per cent. semi-annual; National Union Bank, 3 per cent. semi-annual; National Howard Bank, 2½ per cent.; Commercial and Farmers' National Bank, 3 per cent. semi-annual; National Mechanics' Bank, 6 per cent. semi-annual; Farmers and Merchants' National Bank, 3½ per cent. semi-annual; Drivers and Mechanics' National Bank, 5 per cent. semi-annual; Security Storage & Trust Co., 2½ semi-annual; Peabody Fire Insurance Co., 3 per cent. semi-annual; George's Creek Coal & Iron Co., \$3 per share semi-annual; Maryland Casualty Co., 5 per cent. semi-annual and 2 per cent. extra; Manufacturers' National Bank, 2½ per cent. semi-annual; National bank of Commerce, 3 per cent. semi-annual; National Exchange Bank, 3 per cent. semi-annual; Central Trust Co., 2½ per cent. Interest Payments.—By Mercantile Trust & Deposit Co.: George W. Collier mortgage 6s, Georgia Southern & Florida first 5s, Atlanta Consolidated Street Railway first 5s, Charleston (S. C.) City Railway first 5s, Aberdeen & West End Railroad first 6s, town of Wytheville (Va.) 6s, Columbia (Ga.) Water Works 6s, Monticello Distilling Co. 6s, College of Physicians and Surgeons 5s, Salisbury Water Co. 5s, National Brewing Co. 6s, Raleigh 5s, Radford (Va.) 6s, Shreveport Gas, Electric Light & Power Co. 7s, Asheville (N. C.) 5s and 6s, Charlottesville (Va.) 5s, Petersburg (Va.) 5s, Belt Railway of Chattanooga 5s, Stuntun (Va.) 5s, Evening News Building Co. 5s, Charlotte Electric Railway, Light & Power Co. first 5s. By Hambleton & Co.: West Virginia Central & Pittsburgh Railway 6s. By Townsend Scott & Son: Staunton (Va.) 4½s, Crisfield (Md.) 5s. By Baltimore Trust & Guarantee Co.: Seaboard Air Line (Georgia, Carolina & Northern, Raleigh & Gaston and Raleigh & Augusta) coupons.

Charleston, S. C.—The Bank of Charleston, \$4 per share semi-annual; People's National Bank, \$5 per share; First National Bank, \$6 per share semi-annual; Miners & Merchants' Bank, \$3 per share semi-annual.

Galveston, Texas.—Citizens' Loan Co., 2½ per cent. semi-annual.

Louisville, Ky.—Columbia Finance & Trust Co., 1½ per cent. quarterly.

New Orleans, La.—Union National Bank, \$3 per share; State National Bank, \$3 per share; Germania National Bank, \$3 per share semi-annual; Hibernia National Bank, \$5 per share semi-annual.

Newport News, Va.—First National Bank, 3 per cent. semi-annual; Citizens' and Marine Bank, 3 per cent. semi-annual; Cottrell Insurance & Loan Co., 3 per cent. semi-annual.

Richmond, Va.—First National Bank, 4 per cent. semi-annual; National Bank of Virginia, 2½ per cent. semi-annual; State Bank, 3½ per cent.; Granite Building Co., 3 per cent. semi-annual; German-American Banking & Building Co., 3 per cent. semi-annual; Merchants' National Bank, 3½ per cent. semi-annual; Guarantee Loan & Trust Co., 2 per cent. semi-annual; Savings Bank of Richmond, 3 per cent. semi-annual; Home Building Co., 2½ per cent. semi-annual; Prudential Banking & Trust Co., 3 per cent. semi-annual; Virginia-Carolina Chemical Co., 2 per cent. quarterly on preferred stock; Richmond Traction Co., 2 per cent. semi-annual; Virginia Building & Loan Co., 3 per cent. semi-annual.

Savannah, Ga.—Chatham Improvement Co., \$1.50 per share; Citizens' Bank, \$3 per share; Chatham Bank, \$3 per share semi-annual.

Miscellaneous.—Newport News & Old Point Railway Co., 2½ per cent. semi-annual; National Exchange Bank, Wheeling, W. Va., 2 per cent. quarterly; Pulaski (Va.) Improvement Co., \$3 per share; Richmond (Va.) Warehouse Co., 5 per cent. annual;

Pinner's Point Home Co., Pinner's Point Land Co. and Portsmouth Waterfront Co., \$25, \$55 and \$40 per share, respectively; Bank of Portsmouth, 3 per cent. semi-annual; Citizens' Bank of Norfolk, 3 per cent. semi-annual and 3 per cent. extra; Lawrenceburg (Tenn.) Trust Co., 6 per cent. semi-annual; Bank of Biloxi (Miss.), 10 per cent. semi-annual; Bank of Lumberton (N. C.), 3 per cent. semi-annual and 3 per cent. extra.

Financial Notes.

The Western Maryland Railroad Co. has paid the city of Baltimore \$92,000 interest on securities of the road.

The Citizens' Bank of Abbeville, Ga., has elected S. P. Lasseter, president; J. T. Floyd, vice-president, and George M. Taylor, cashier.

The National Union Bank of Baltimore has completed its new building and taken possession. The building was constructed exclusively for banking purposes, and is one of the handsomest of its kind in the United States.

Mr. Edward H. Thomson, for many years cashier of the Merchants' National Bank, the foremost national bank of Baltimore, has, as recently stated in the Manufacturers' Record, resigned in order to engage in the banking and brokerage business with his sons under the name of E. H. Thomson & Sons. Mr. Thomson is too well known in the banking world to need commendation, and the Manufacturers' Record can only extend its heartiest wishes for abundant success to the new firm.

Florida Sugar-Cane.

In a letter to the Manufacturers' Record President R. E. Rose of the Florida State Agricultural Society, commenting upon a recent editorial in the Manufacturers' Record on lines of industry offering good opportunities in the South, writes:

"I believe no other agricultural and manufacturing industry offers such opportunities as does sugar production in the sugar-cane belt of the South for the employment of capital and labor. The vast sums invested in beet culture show the demand for the article and the profits in its production. A careful and candid examination of the cane-sugar possibilities, I am satisfied, will convince unprejudiced minds of the vast superiority of the cane-sugar fields, the reliability and certainty of the crop and the demand at home for the entire product."

There has just been published in pamphlet form the address delivered before the State Agricultural Society by President Rose on the possibilities of sugar production in Florida, in which he advocated the plan of a central mill purchasing cane from the farmers, the farmers devoting their time, skill and labor to producing the largest possible crop of high-grade cane, the millers to the most economic methods of making the best sugar, each receiving the greatest possible reward for his skill in his particular line.

A Big Railroad Job.

Mr. F. C. Dunn, for some years a well-known railroad contractor in the South, has been made manager for the building of a \$16,000,000 railroad in Ecuador, the contract for which has been awarded to J. P. McDonald & Co. of New York by the English people who have undertaken the work. Mr. Dunn is now located at New York, but will leave for Ecuador shortly, and will be in the market for work from sub-contractors.

An effort will be made in Texas to induce this year close co-operation between the cotton growers and bankers similar to that which it is reported worked so successfully in Georgia in the handling of the last crop.

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Summer Tours to the North—Two Tours to Canada via Pennsylv- ania Railroad.	
For the summer of 1900 the Pennsylv- ania Railroad Co. has arranged to run two personally-conducted tours to Canada and Northern New York. These tours will leave July 21 and August 11, includ- ing Niagara Falls, Thousand Islands, Rapids of the St. Lawrence, Quebec, The Saguenay, Montreal, Au Sable Chasm, Lakes Champlain and George, and Sara- toga, occupying fifteen days; round-trip rate, \$125.	
Each tour will be in charge of one of the company's tourist agents, assisted by an experienced lady as chaperon, whose espe- cial charge will be unescorted ladies.	
The rate covers railway and boat fare for the entire round trip, parlor-car seats, meals en route, hotel entertainment, trans- fer charges and carriage hire.	
For detailed itinerary, tickets or any additional information address B. Cour- laender, Jr., P. A. B. D., northeast cor- ner Baltimore and Calvert streets, Balti- more, or Geo. W. Boyd, Assistant Gen- eral Passenger Agent, Broad Street Sta- tion, Philadelphia.	